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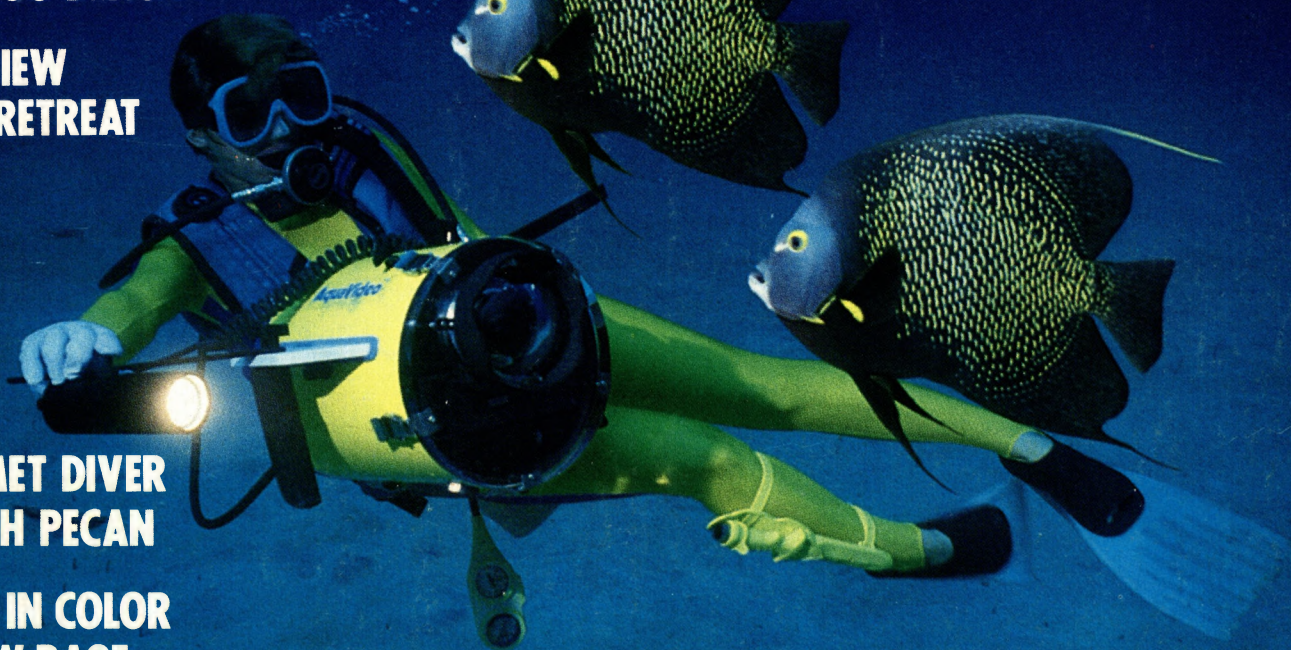
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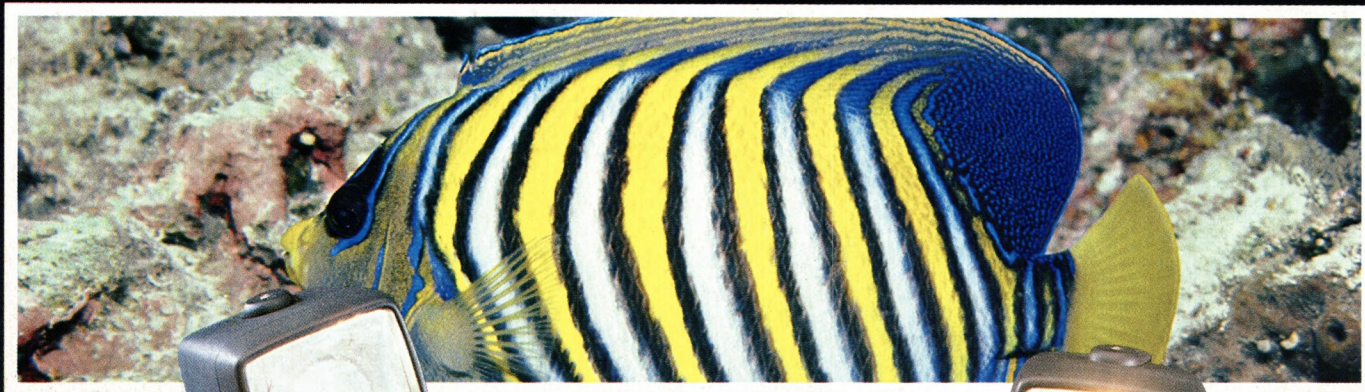
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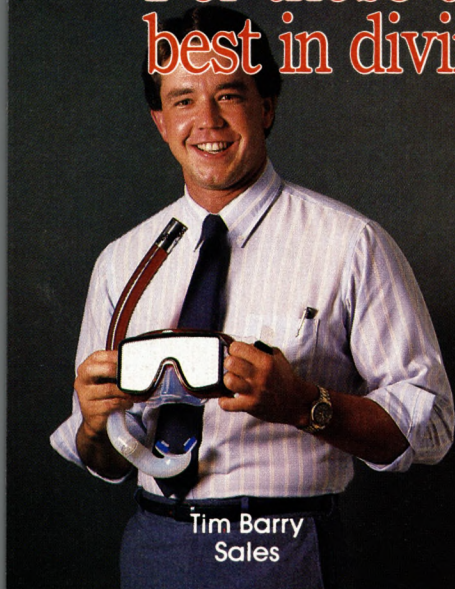
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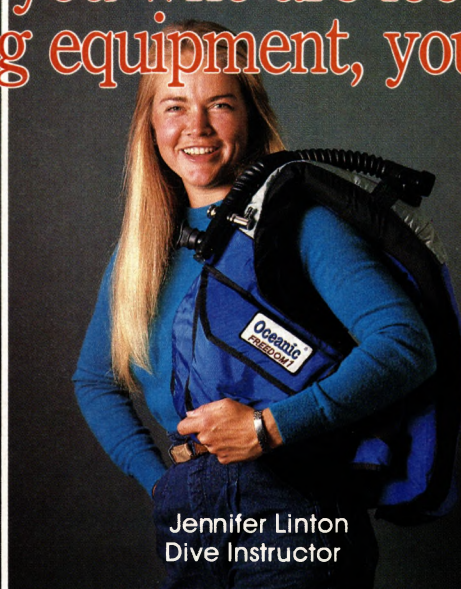
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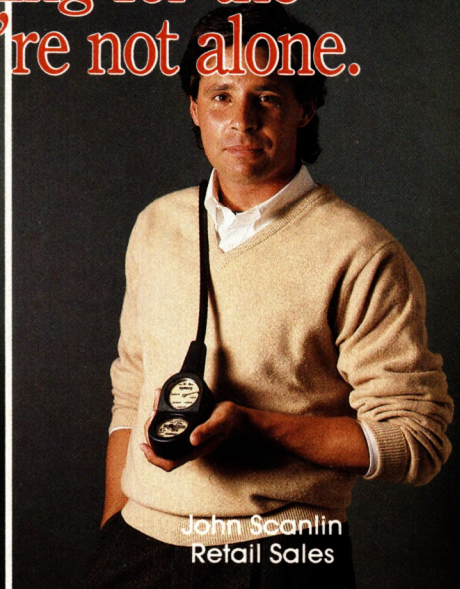
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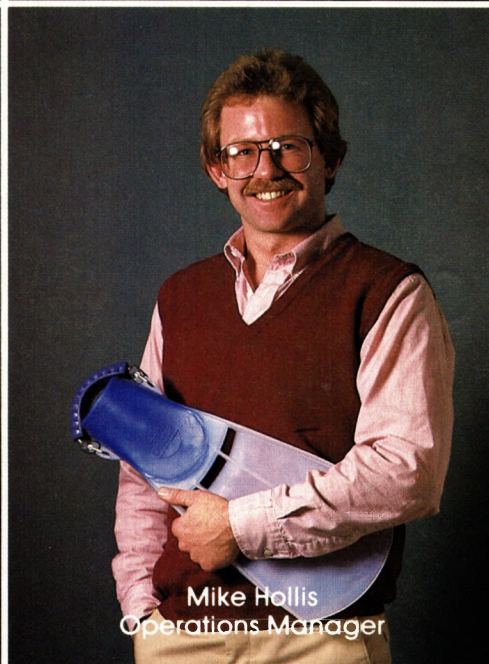
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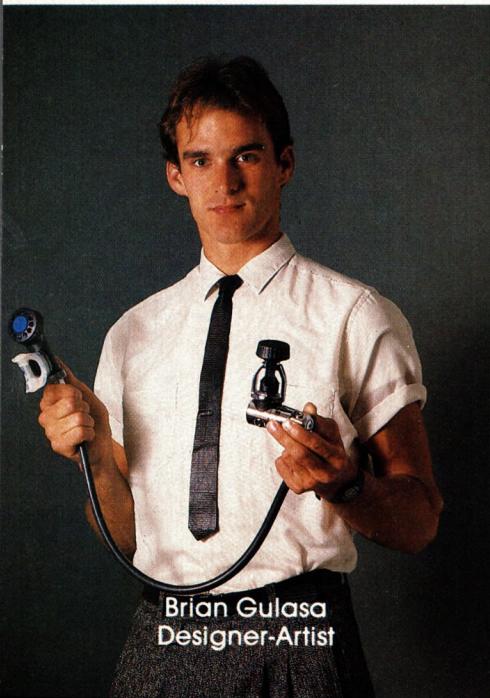
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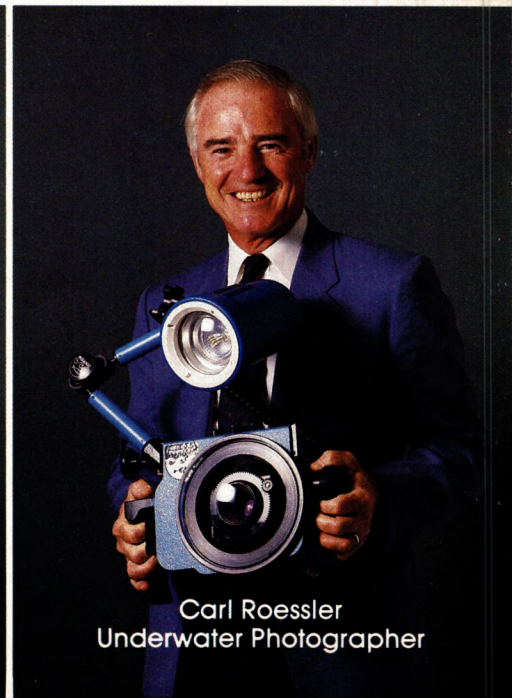


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I Learned About Diving From That Trouble At County Line

BY BONNIE J. CARDONE

I was new to the sport—this was to be only my fifth dive ever. I was still renting everything but mask, fins and snorkel. My instructor had told us about the dropout rate and recommended joining a club if we decided to continue diving. The club I selected had lots of boat trips and only a few beach dives. One of these latter seemed a good way to get more experience and meet some of the members.

I rented my gear the evening before. It cost me about \$13 for everything. When I arrived at County Line the next morning, the surf was up, to put it mildly. The waves were averaging eight feet in height. I had no fear of the ocean—I had been body surfing and swimming in the ocean for about six years—but the size of these waves gave me pause for thought. More pause for thought: One of the veteran members of the club told me he had decided not to go in because it was so rough. On the other hand, I had paid \$13 for my rental gear and risen early on a Saturday morning. If I could get the first of two dives necessary for club membership out of the way, so much the better.

Two club members geared up and went out through the surf. Even wearing doubles, they made it look easy. These two young men made a beach dive every chance they got and County Line's surf and one-quarter mile snorkel to the "Hole" weren't much of a challenge. I grew more apprehensive when I learned how far out the dive site was. I was not in great condition. If I tired, I promised myself, I'd head back in before I got too far out.

It was Ted who organized the four of us. A club member as well as a former instructor, he had monitored my certification class in preparation for getting back into teaching. Although I thought he had an abrasive, know-it-all personality, I had no reason to doubt his competency. Taking me aside he said: "I know you can handle the surf, but I'm not so sure of Rosie. You buddy with Bob and I'll be her buddy." We had watched Bob march down to the waterline all geared up three times and return three times without getting more than his ankles wet. The thought flitted through my head that perhaps this, as well as attractive Rosie's single status, might have influenced Ted's choice of a buddy. He had, however, watched me on my three class dives and I didn't think he'd tell me I could handle the conditions if I couldn't. I doubted Bob would make it the fourth

time, but I'd have Rosie and Ted as buddies anyway.

Finally the four of us were ready. I was still apprehensive as I turned my back to the sea and started in. We had waited for a lull of sorts, but it wasn't much of one. In my basic class I had been taught to go through waves and jump off boats with my snorkel in mouth so as not to waste air; it never occurred to me to do otherwise on this occasion.

The next few minutes were pure hell. The force of the first wave that hit me was shocking. And, heavily geared up, I couldn't dive under it as I had when body surfing. The first wave was followed by others in rapid succession. They dumped water in my snorkel and knocked my mask loose so it filled with water. The water splashing in my nose and eyes was intolerable. As soon as I could, I pulled the mask down off my face. However, since the snorkel was no longer oriented properly, I now got more water through it than air. It took me awhile to realize why.

I don't know how I made it, but I did. Eventually, though exhausted, I was beyond the surfline. I knew I should inflate my vest and rest, but my lips refused to form a seal around the tiny inflator hose. (My instructor had told us not to use BCs with these.) Neutrally buoyant, I had trouble keeping my head above water.

I wasn't too alarmed at first because I knew I had at least two buddies nearby who could help me. When I recovered a bit, I looked for them. They weren't out in front of me as I expected. Instead, the two men were on the beach, minus tanks and weightbelts. They were watching a head bobbing just offshore. It was Rosie and she was on her way back in. When I realized I was out in the ocean all by myself I became terrified. Equally terrifying was the thought of going back through the surf. Luckily, I was too tired to panic. I watched Rosie's progress. Eventually she was close enough for the two men to wade out and drag her to safety.

Then they turned their attention to me. I gave them the distress signal but all they did was wave for me to come in. The truth was hard to accept: The only person who could save me was me.

There were two things that gave me hope. One was the sight of Rosie being helped to shore. The second was remembering I had a full tank of air and a regulator with which to breathe it. The first breath of air from the second stage also brought sand. I couldn't get my mask to seal properly so I left it around my neck. I closed my eyes, sucked deeply on my

regulator and kicked blindly for shore.

Getting through the surf the first time had been very difficult and the second time was no easier. In fact, it was worse, because I knew just how awful it was going to be. Only the mental picture of Rosie being rescued got me through the surf. After a long time, I felt solid ground under me. I was too tired to do anything but breathe as the waves pushed me ashore. Lying face down, in inches of water, I awaited my rescuers.

Bob got to me first. Before he could do anything Ted yelled, "Don't help her—she's got to learn she can do it herself." If I'd had any strength, I would have laughed. As it was, all I could manage was mental laughter. I've made it all this way, I thought, and I'm going to die here on the beach because Ted won't let anyone help me and I can't help myself.

While Ted and Bob argued over me, the diver who had decided not to go in, and who had been enjoying a picnic on the beach instead, ran down and pulled me out of the surf.

The lessons I learned from this experience were many. One, I realized endangering my life because I didn't want the \$13 I'd spent renting gear to go to waste was insane. Two, my own assessment of my abilities was far more accurate than anyone else's. I wasn't sure I could handle the surf and believing Ted when he told me I could was equally insane. Three, I learned a tremendous respect for the ocean. So much respect, in fact, that my knees turned to jelly for years afterward whenever I confronted surf more than six inches high. Four, I decided to think for myself and not just blindly follow all the rules and guidelines I'd been taught in basic class. Conserving air so you can increase bottom time is secondary to safety. Now I never go through surf or off a boat without my regulator in my mouth. Sand can't get in it that way and it's always there when I need it. Five, don't use outdated gear. My first equipment purchases were a regulator and a BC with a power inflator. I never again wanted to be unable to inflate my vest. Six, "When in doubt, don't," became the way I handled questionable diving conditions, and I still do, today.

Perhaps you are wondering what happened to Ted. Club officers were outraged that he encouraged three novice divers to enter the water in eight foot surf. They found his refusal to help me on the beach incomprehensible. After they talked to him he dropped from sight. I have not heard of him since. 

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Qantas Expands Service For Divers

TEXT AND PHOTOGRAPHY BY GERI MURPHY

Qantas, Australia's international airline, has recently added more flights between the U.S. and Australia. The airline operates a fleet of 747 jumbo jets that are now serving three major U.S. cities; Honolulu, Los Angeles and San Francisco, plus Vancouver, Canada.

The recently announced expansion plan for 1986 is especially good news for divers since the added flights will make travel more convenient. Of significance are the new flights from Honolulu non-stop to Cairns—the new and growing diving capital of the Queensland Coast.

Qantas is now flying non-stop flights every day of the week from San Francisco to Sydney. This particular service departs at 9:00 pm in the evening and flies trans-Pacific with a brief stop in Honolulu. Flying time is 15 hours and 30 minutes.

From Sydney, divers can arrange connecting flights on Ansett Airlines or Trans-Australian Airlines to such northern cities as Gladstone (Heron Island), Townsville, and Cairns.

San Francisco passengers can also switch flights at Honolulu and fly direct to Cairns. Also, an optional stopover in Honolulu can be arranged.

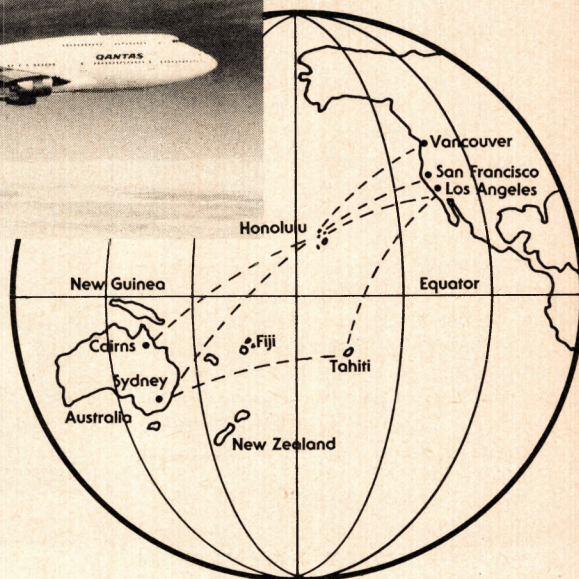
Qantas has increased its service from Los Angeles to six flights per week. Three of the flights from Los Angeles are non-stop to Sydney on the new Qantas 747 SP jumbos. This service departs at 11:00 pm in the evening and the flying time is 14 hours and 40 minutes. The other three flights are routed from Los Angeles to Sydney via Papeete, Tahiti. Departure time is 9:00 pm and actual flying time is 16 hours and 10 minutes. Optional stopovers in Tahiti can be arranged.

Honolulu is regarded as the crossroads for Qantas trans-Pacific flights. There are several flights daily coming in from Los Angeles and Vancouver—and traveling westward to Sydney, Fiji and Cairns. Most flights depart Honolulu between 1:00 and 2:00 am in the morning, arriving in Sydney at 8:40 am. Flying time is 10 hours.

Perhaps the most exciting news for divers is the expansion of direct non-stop flights from Honolulu to the coastal city of Cairns three times per week. These flights operate on Tuesdays, Fridays and Sundays, departing Honolulu at 1:55 am



Qantas flies 747s direct to Sydney from Los Angeles. Flights from San Francisco have a brief stop in Honolulu, and those traveling from L.A. can choose a similar stopover. Other flights connect Los Angeles with Sydney via Tahiti. (Stopovers in Tahiti can be arranged.) Qantas offers direct flights from Vancouver to Honolulu and from Honolulu to Cairns.



and arriving in Cairns at 7:10 am.

In the heart of Australia's Great Barrier Reef diving area, Cairns offers a quick and convenient gateway to a variety of different diving operations. Several of Australia's best known live-aboard dive boats depart directly from Cairns. There are also connecting flights to other Queensland diving areas such as Lizard Island, Townsville and Hayman Island.

Many of Australia's live-aboard dive boats have set their 1986 departure and return dates to connect with Qantas flights wherever possible. Layovers have been reduced to a minimum and often eliminated completely. At present, Qantas is the only international airline to fly into Cairns.

Qantas is regarded as one of the top airlines in the world and has a long history of superior service. The airline established service in 1920 and began operation with an Avro 504K biplane. The airline has been closely associated with the growth and development of Australia over the past 65 years.

The name Qantas is actually not a name but instead an acronym for Queensland And Northern Territory Aerial Services—QANTAS. Down through the years this prestigious airline has utilized

all types of aircraft including biplanes, flying boats, DC-3s, Constellations and Boeing 707s. Today, Qantas operates one of the largest fleets of 747 jumbo jets in the world. It provides service from Australia to many of the major cities of the world: London, Frankfurt, Rome, Bombay, Singapore, Hong Kong and Tokyo.

Qantas has produced a 16 page color brochure that describes many of the internationally recognized live-aboard dive boat programs plus the Great Barrier Reef island resorts of Heron and Lizard. This brochure is available at no charge from any Qantas sales office or by writing to: Qantas Airways Ltd., 360 Post St., San Francisco, CA 94108.

Additional information and brochures can also be obtained from a variety of specialty travel agents such as La Mer Diving Seafari (New York), Bob Goddess Tropical Adventures (Seattle), Sea Safaris (Manhattan Beach, CA), Poseidon Venture Tours (Newport Beach, CA) and See & Sea Travel (San Francisco).

If you wish to obtain a Qantas timetable or make reservations, contact your local travel agent or call Qantas Airways Limited, U.S. toll free, (800) 227-4500 or California toll free (800) 622-0850. Divers in San Francisco can call 761-8000. 

BENEATH THE SEA AWARDS

Beneath The Sea, New York's underwater exposition, will offer honors for divers in addition to the Underwater Society of America's Northeast Diver of the Year. These new awards are: the Viking Diver and the Allan R. Boehm Sr. Memorial Scholarship. Application for these honors will be accepted from dive clubs, search and recovery groups, instructors and divemasters. All candidates will be announced at the Beneath The Sea Film Festival, Saturday, March 22 and the winners presented at the awards banquet.

The Viking Diver will honor the organizational diver having given the most service to his or her group. The winner of this award will be presented with the top Viking-America drysuit and accessories.

Allan R. Boehm Sr. Memorial Scholarships are given in memory of a leader in both the sport and commercial diving industry in Long Island, New York. The scholarship, donated by the Professional Diving School of New York, a division of International Underwater Contractors, will provide tuition reimbursement for two people for a two week diving emergency medicine and hyperbaric chamber operations course. The school and its North American Hyperbaric Center, with one of the largest civilian chamber operations, is one of DAN's busiest emergency treatment facilities.

For further information and application write Awards Committee c/o BTS, P.O. Box 644, Rye, NY 10580. A self-addressed, stamped envelope must be included. Completed applications must be received by January 31.

SEA-MOUNT PUBLISHING

Tom and Patti Mount of Sea-Mount Publishing Co. have developed NAUI's new advanced skill specialty program of underwater modeling. They have been studying, photographing and lecturing together on resort and underwater modeling and photography for eight years. They wrote *The Complete Guide to Underwater Modeling*, now available through NAUI, and most recently *The Greatest Adventure—Photography*. The Mounts will tour this year to present seminars on how to promote and instruct a NAUI underwater modeling course. An instructor guidebook and student workbook are planned for spring release. The Mounts will be personally instructing several 1986 NAUI underwater modeling and photography courses in Miami, Haiti and other destinations.

For further information please contact NAUI Headquarters, Box 14650, Montclair, California 91763, (714) 621-5801; or Sea-Mount Publishing Co., 1545 NE 104 St., Miami, FL 33138.

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Sherwood West Corporation has appointed Jim Baer scuba sales representative. Baer will serve the company's southern sales region, including Arizona, New Mexico, Nevada and Southern California. He brings to his new position an extensive background in watersports and diving. He was a varsity swim team mem-

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ber at the University of Tennessee and eventually became a scuba instructor there. He has worked as a divemaster, a retail sales manager and training director for a large dive store in Florida.

Jim Baer can be contacted through Sherwood West at 11 Autry Lane, Irvine, CA 92718, or at his office: 31561 Calle La Purisma, San Juan Capistrano, CA 92675.



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DAN MANUAL REVISED, EXPANDED

The DAN *Underwater Accident Management Manual* has been widely acclaimed for its simple, straightforward approach to dive accident management. However, the newly revised manual has emerged with a clarified, expanded approach for both the layperson and the physician. Externally, the dimensions of the manual have been reduced to better fit in a plastic waterproof bag for on-site use. The type is slightly larger for easier reading and the length has gone from 24 to 35 pages. The contents have been expanded to more completely cover the most common injuries encountered by the sport diver.

An expanded section on problems with lung overpressure and ear disorders is included, complete with common causes and treatment. This edition of the DAN manual also contains the U.S. Navy dive tables, modified for use by the sport diver. A diagram for the use of CPR in basic life support appears on the back cover.

The price of this expanded, revised DAN manual remains \$4. DAN membership, which includes the manual, also provides a membership card listing dive accident symptoms, DAN tank decals and a newsletter subscription for \$15 a year. Write to: DAN, Box 3823 Duke University Medical Center, Durham, North Carolina, 27710. 

MONTANA DIVER HOOKED

Scuba diver Rod Johnson of Great Falls, Montana was diving in Holter Lake recently when he was accidentally hooked by a fisherman. Dragged to the surface by the fisherman, who must have thought he caught "the big one," Johnson had to be treated for decompression sickness, brought on by his unavoidably rapid ascent.

Johnson, who was not wearing a diver's knife, was collecting lost fishing lures with his brother in the lake when the event occurred. In the dark water and low visibility at 55 feet, he thought he had been bitten by something when he was hooked on the leg. Then his facemask and regulator were pulled from his mouth. While being dragged toward the surface feet first, he was able to put both back in place. When he reached down to find what was biting his leg, his hand was also hooked and pinned to his leg. At the surface, Johnson's brother helped keep him afloat while removing the hooks.

Within 30 minutes of the incident, Johnson began showing symptoms of the bends. At Columbus Emergency Hospital in Great Falls he was diagnosed as having the bends and was transferred by medical evacuation jet to Virginia Mason Hospital in Seattle, where he was treated in a hyperbaric chamber. 

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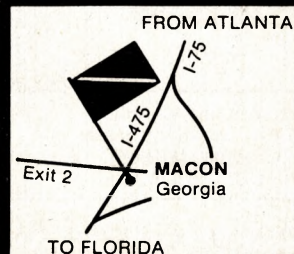
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WHAT'S NEW FOR '86

(Continued from Page 137)



13



14



15

13 Drysuit—The Self-Donning Lite Dry drysuit from Henderson features a double zipper arrangement that allows the wearer to put on and take off the suit without help. Raglan sleeves, LP inflation valve and hose, exhaust valve, attached feet, Velcro® attaching hood and 28 or 36 ounce woolie bears—\$925.

14 Underwater Strobe—Powered by six alkaline D-cells, Ikelite's Substrobe 100 produces a powerful 100 watt-second rating. It offers a 110 degree angle of coverage and features TTL, manual and slave modes with two power settings, built-in modeling light. 200 flashes, 7 second recycle time. \$349.95.

15 Time Zone Watch—Heuer's new Air-line Watch is rated to a depth of 100 meters. Cities on the band are numbered to correspond to numbers on the watch face, allowing the wearer to find any destination's time at a glance. Available in 24 (\$790) and 12 hour models with dark gray or brushed champagne dials.

NOVA

(Continued from Page 49)

At 134 pounds, the Nova 124 is one of the lightest boats in its class, yet its payload is 1,340 pounds. One reason for the light weight is an unusual floorboard design. There are five boards in all. The two in front are wood, to provide the flexibility needed over the keel. The three main boards are made from separate open U-channel aluminum pieces, screwed into a siderail. This provides light weight combined with rigidity. Whether this arrangement will hold up as well as conventional aluminum floorboards only time will tell.

The Nova's design components are well integrated to result in a boat with good handling characteristics. Long tail cones project well beyond the transom to keep the nose down in rough seas. In a turn, the inside tube digs in for stability, aided by a small trim tab on the bottom that provides a little extra drag. Proper inflation pressure is important to maintain good handling. Without a full 3.4 psi, the floorboards can twist at high speeds or in heavy chop. The hard keel is necessary to support the floor and to keep the bottom material stretched tightly in the deep-V configuration.

Valves are Delrin plastic, a design approved for use by the French Navy. The entire valve body can unscrew for quick deflation or replacement. Threads within the tube are Teflon coated aluminum, so they cannot be stripped by a careless owner forcing the valve body back in. Inflation is by means of a plastic hand pump, which can double as a bilge pump if necessary.

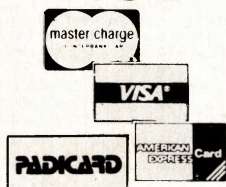
Standard equipment includes a mahogany seat, a removable bowdodger, lifelines, two part oars, bow lifting rings, molded carrying handles and a maintenance kit. Webbing for two seats can be used as handholds or tie-down straps—not bad for a basic, no-frills dive boat.

In summary, the Nova is a lightweight boat, suitable for two divers, plus an observer. It can be carried on top of a car or small van and will run short trips to offshore reefs in relative comfort. The price for its state of the art technology is a comfortable \$1,195. For more information contact: Ampac, P.O. Box 10154, Marina del Rey, CA 90291.

SCUBA VIDEO A SUCCESS

Bob Cowart reports the complete scuba refresher course on video cassette has been so well received by divers across the nation Cowart Marine has been able to reduce the price. Not only have sales of the video been enormous but several hundred divers have written to request a second tape on use of the dive tables. Cowart Marine reports the new tape is in production and will be available this month.

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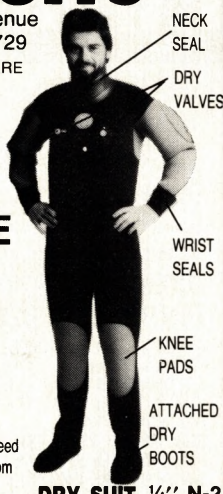
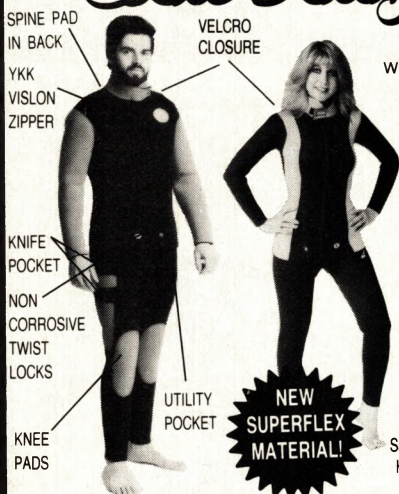
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VIKING SPORT 90X

clockwise allows an increasing amount of air to be released. Pressing the center manually dumps air from the suit. Although the air is automatically vented from the suit continually as you ascend, I found the air expanded faster than it was released and needed to dump the air manually as well. A light touch on the inlet valve adds air easily.

The Sport 90X was the first suit I've worn that had wader-type boots. Al-



photos/PPC staff Jim Brown

The LP inflator hose fitting has a valve on the left; pressing it adds air to the suit.

though I needed large instead of my usual medium fins, these were not the problem I had expected: The flexible suit material allowed me to kick with ease.

Everyone else on the *Scuba Luv'er* complained about the cold—but not me. I stayed toasty warm.

The Viking Sport 90X comes in five sizes and sells for \$769. The cold water underwear also comes in five sizes and sells for \$164. Both suit and underwear have their own carrying bags. See them at your Viking dealer.

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90X comes with attached Super Boots. Entry is through a heavy duty zipper across the shoulders.

Aside from the material, the Sport 90X has several unique features. The outlet valve can be adjusted to vent air from the suit automatically. Thus, as you surface or swim into shallower water, excess air is purged from the suit.

The power inflator valve is different than that found on most drysuits. Instead of being round, the fitting is square. One edge is a valve that, when pressed, inflates the suit. The inflator hose snaps into the valve easily and is released by pressing the top and bottom of the square fitting simultaneously. (Note: The inflator hose does not come with an O-ring on the fitting that screws into the first stage of your regulator. If you don't put one on, the fitting will leak.)

The Sport 90X was designed for heavy duty use. It has extra rubber reinforcements on the arms/elbows and knees. The suit is vulcanized into one piece under heat and pressure so it is virtually seamless and leak-free.

Viking suits do not provide warmth, only waterproofing. Warmth is supplied by the underwear worn. The SKIN DIVER test suit came with cold water underwear. This is a lightweight, one-piece garment of open cell polyester foam. It has a high collar, attached feet and a zipper up the front, closed by twin tabs. The extra small set I used weighed just less than two and one-half pounds and was soft and comfortable. There are two hood liners of the same material. Viking recommends you wear a liner to avoid ear squeezes.

One of the disadvantages of drysuits is the amount of weight one needs to use. I normally wear 12 pounds of lead; with the Sport 90X, I added 3.3 pounds in the form of Ankl. Weights and another nine pounds to my weightbelt. (According to Viking, most people soon discover that any ankle weights are unnecessary and the suit works better without them.)

Before you dive any new-to-you dry-suit, ask for a run-through on how to use it from your dealer, then try it out in a pool if at all possible. Viking includes an excellent Technical Manual with each suit. It tells you how to get dressed and undressed as well as everything you need to know about using the suit. Maintenance tips and instructions on replacing seals and hood are also included.

I used the Sport 90X on a Santa Cruz Island dive trip aboard the *Scuba Luv'er* charter boat. The underwear goes on super easy and is extremely warm topside. Donning the suit is also easy—once you know how. See your Technical Manual for tips. Both the neck and wrist seals can be trimmed if they are too tight. All of the latex seals are quickly and easily repaired on-site: A repair kit is included with the suit.

Once in the water, I experimented with the outlet valve. Turning this counter-

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VIKING SPORT 90X

BY BONNIE J. CARDONE

Warm is something many Southern California divers rarely expect to be when wearing a wetsuit in our temperate waters. And, if the sun goes behind a cloud and the wind blows, topside warm is also but a wish! The obvious answer is

a drysuit and if warm is your wish, perhaps you should take a look at the Viking Sport 90X.

Viking makes several drysuits and the Sport 90X is the latest model. None of the Viking suits is neoprene. Instead, they are

constructed of a special material that is mostly natural rubber with a small component of synthetic rubber added to increase durability. This is backed by polyester tricot. The cuffs, attached hood and neck seal are flexible latex. The Sport

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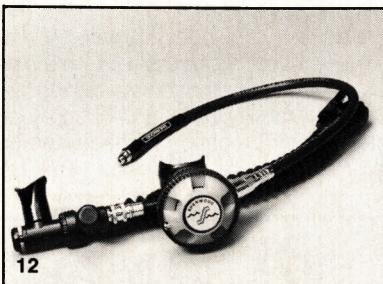
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10 100 Cubic Foot Tanks—Parkway now offers a true 100 cubic foot scuba tank (foreground). Only eight inches in diameter and the same height as an aluminum 80, the new tanks are rated to 3,300 psi. Made of aluminum, the tanks feature a blue flaked metallic finish and come with a lifetime warranty. \$295.

11 Gasoline Powered Dive Scooter—The Aquascuba Kit converts the gasoline powered Aquascouter from a surface only vehicle to one suitable for underwater use. Running time is about 3 hours. Aquascouter with Aquascuba Kit, under \$900. From Aquascouter, 79 Hazel Street, Glen Cove, NY 11542.

12 In-Line Octopus—The Sherwood Shadow Octopus replaces a dangling octopus regulator with a fixed unit that snaps into position on the low pressure hose of a BC power inflator. This eliminates the risk of trailing the device through debris. The compact unit comes in yellow, blue, orange or black. \$169.95.

(Continued on Page 142)

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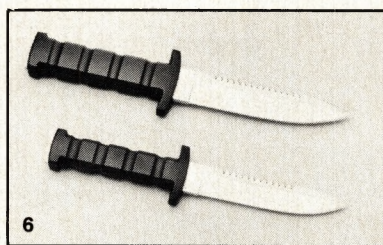
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WHAT'S NEW FOR '86



6



7



8

6 Dive Knives—Dacor's new K Knives have stainless steel blades with both cutting edges and radically angled saw-tooth edges. They have thermoplastic rubber handles and finger guards and steel butts. Plastic sheath included. Model 7222 (\$25) has a 5 inch blade, model 7223 (\$21) a 4½ inch blade.

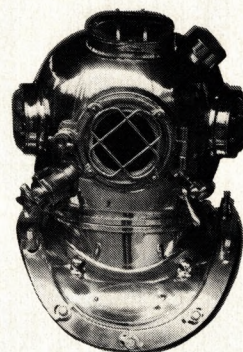
7 Dive Fins—The Quasar Fin from Princeton Tectonics features an adjustable heel strap. Three vents are on the "negative" zone of the blade for efficient propulsion. Special flexline material and a new molding process create a sturdy, snappy blade. Soft neoprene rubber foot pocket fits a variety of sizes. \$49.

8 Camcorder Housing—The Mini 8 housing is designed for the compact Sony mini 8 camcorder. The aluminum housing is rated to 300 feet and weighs only nine pounds. Interchangeable ports. Under \$800. From Aqua Vision Systems, P.O. Box 1097, Postal Station Pointe Claire, Quebec, Canada H9S 4H9.

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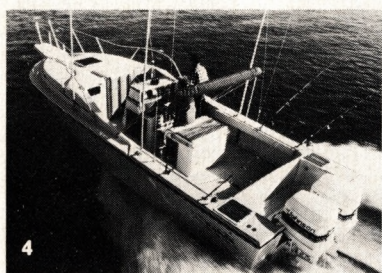
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4



5

3 Dive Light—The Xena Lite from Tekna is powered by four alkaline D-cells and produces a bright, tightly focused beam. Utilizing the xenon gas bulb, the light will burn continuously for four to six hours. A spare standard bulb is included that will give extended use of 16-20 hours. Lantern or pistol grip. \$54.95.

4 Center Console/Cuddy Boat—Boston Whaler has introduced the 27 foot Center Console Cuddy. This unique vessel has the best features of a workboat (open deck space), yet offers the shelter, storage and berths of a cuddy cabin. 26 feet, 7 inches. Outboard (\$33,800) and Sea Drive (twin engines) versions.

5 Stainless Tank—Dacor now offers scuba tanks made of #304L stainless steel. By virtue of this corrosion resistant metal, the tanks come with a lifetime guarantee against rust, corrosion and oxidation. The tanks come in two sizes, both rated at 3,300 psi: 75 cubic feet (\$395) and 89 cubic feet (\$405).

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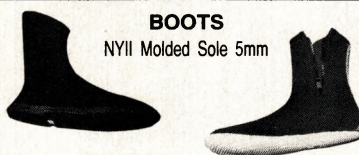
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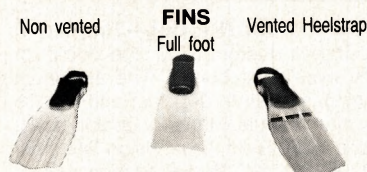
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WHAT'S NEW FOR '86

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1 Dive Fins—The Thruster Fins from Seasport combine power and durability with comfort and style. Made of light weight, high impact plastic, with a soft rubber foot pocket, they fit sizes 5 through 12. Available with clear or translucent blue blades. \$50. Seasport Inc., P.O. Box 7149, Ventura, CA 93006.

2 Dive Watch—Chronosport's UDT now features an updated six digit display with alarm, lap timer, choice of 12 or 24 hour time and night light. The black chromed, stainless steel watch is water resistant to 660 feet. The analog display now has a sweep second hand. #3306 (strap) \$385, #3307 (bracelet) \$460.

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HYPERBARICS INTERNATIONAL

A new company, Hyperbarics International, has been formed to sponsor advanced concepts in technology, training and educational programs for diving and clinical hyperbaric medicine. Dick Rutkowski, president, is the long-time deputy diving coordinator and director of the Diver Training and Hyperbaric Center at Miami's regional facility of the National Oceanic and Atmospheric Administration. Rutkowski recently retired from NOAA after 33 years of federal service.

The company will launch a series of new courses in advanced concepts of recompression chamber life support systems as they relate to diving in clinical medicine, chamber operations and certification. The course will be open to physicians, physician assistants, registered nurses, licensed practical nurses, respiratory technicians, paramedics, chamber operators and technicians and others seeking hands-on experience. Various other undersea programs will also be offered for non-medical personnel in diving accident management, mixed gas diving concepts, use of oxygen and oxygen safety and an introduction to recompression chambers.

Initially, the courses will be offered utilizing the Hyperbarics International main training facility at the Erabus Inn, Providenciales, Turks and Caicos. Additional course sites will be in the Bahamas, Cayman Islands, Jamaica and various medical institutions. Information and a calendar of scheduled courses may be obtained from Hyperbarics International, 3 Conway Springs Drive, Chesterfield, MO 63017; (314) 878-5222 or (305) 666-4727. 

NAUI INTERMEDIATE TEXT

NAUI is publishing a new text for its Open Water II course. The new book, authored by Dennis Graver and titled *The NAUI Textbook II*, supports the mid-level Open Water II certification program. This course is designed to allow divers to gain experience at different locations under supervision and to be introduced to a variety of activities.

For more information on this publication or the Open Water II course, contact NAUI, P.O. Box 14650, Montclair, CA 91763-1150; (714) 621-5801. 

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According to studies sponsored by the Diving Equipment Manufacturers Association (DEMA), the reason more people do not become involved in diving is that they believe myths that make scuba sound difficult, expensive and scary. Nevertheless, many of these same individuals would welcome the opportunity to try scuba in a nonthreatening environment—provided the experience did not require a major commitment of time, money and effort.

To meet this need, PADI has introduced Discover Scuba. This new program makes the opportunity to experience scuba as close as the neighborhood swimming pool. Discover Scuba participants get to watch a short audio/visual, then breathe, swim and play underwater with the guidance of a PADI instructor. Because it is designed for a swimming pool environment, the entire experience takes less time and effort than introductory (resort) scuba courses.

Discover Scuba lets participants find out how much fun learning to dive really is. PADI expects it will greatly increase the number of people who become divers over the next several years. For more information, contact PADI at 1243 East Warner Avenue, Santa Ana, CA 92705.

BENEATH THE SEA

Beneath The Sea presents the 10th annual Greater New York Underwater Exposition at the Marriott Hotel, Tarrytown, NY and the Professional Diving School of New York, City Island. The three day event will begin on Friday, March 21 with PADI Update '86, Dive Travel Show and Cayman Island's Snorkel-Up Party.

Saturday events include daytime seminars with Pat St. John, The Moray Wheels, Bob Croft, Don Whitehead, Herb Segars, Pete Nawrocky, Bob Leahy, Al Pierce, Amos Nachoum and other top diving personalities. Also included will be photo and instructor workshops; exhibits by major dive manufacturers, travel agencies and dive shops; the all-new Endless Summer Fashion show featuring Henderson Aquatics; and the Splash Dance Cocktail Party. In the evening the Underwater Film Festival will be held, featuring Stan Waterman as MC, John Fine, Ted Janulis, Norine Rouse and other diving celebrities. This will be followed by the Decompression Party.

March 23rd's Rescue Sunday, produced by Walt "Butch" Hendrick's LifeGuard Systems, will have seminars by Dr. Glen Egstrom, area and national search and recovery experts, with demonstrations by the U.S. Coast Guard and NYC Police and Fire Rescue teams.

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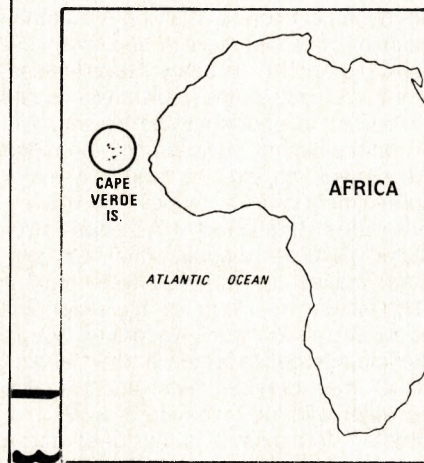
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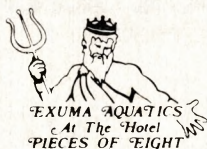
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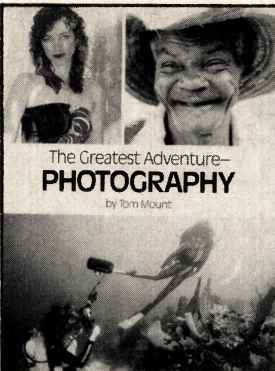
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WHYDAH

chunks as if cut by the pirates to make equal shares; and some 1,000 broken pieces of gold jewelry, a few with little holes through them as if the pirates purposely strung them for necklaces.

A most remarkable discovery was that the blow holes in the sand were carpeted with gold dust—little gold nuggets, which they brought up, mixed with bottom sand, by the plastic-bag full. They also recovered an encrusted broad sword, with a hole at the end where a pirate apparently fitted a gold coin; a flintlock musket in fairly good condition with the early 18th century manufacturer's mark on it; a two inch gold snuff spoon; brass and pewter clothing clasps; a set of interlocking pewter weights; a gold mariner's sundial; silver buttons; a pewter mortar jar with the letter W scratched into the bottom of it; and hundreds of musket balls and shot, plus some 55 millimeter shells—the Army used Marconi Beach as a firing range. One of the encrusted cannons (they have located 29) was lifted from the depths and brought into Provincetown, but as it was being lowered from the *Vast Explorer* into a truck at dockside, Matt Costa of Provincetown, one of the claimants north of Clifford's claim, got into an argument with Barry over the cannon. The incident came close to being an all out donnybrook, ending up in a court battle. Clifford's find, thus far valued at about \$6 million, is just the tip of the iceberg.

In October 1985, Clifford and crew recovered the ship's bell. Two feet high and two feet in diameter, the brass bell is inscribed: "The Whydah Gally 1716." They also recovered five more cannons and a huge concretion of some sort.

Barry Clifford is, of course, pleased and at times, jubilant that his years of research, modern search techniques and tenacity have paid off—handsomely, with prospects of much more to come. He doesn't consider his on-going expedition a treasure hunt, however, but a careful archaeological dig. He has hired nautical archaeologist Warren Riess, with four assistant archaeologists, to oversee, record, carefully excavate and properly preserve all items brought up from the *Whydah* site. "After all," says the 39 year old Clifford, with pride in his voice, "this is the only pirate treasure ever found underwater and my duty is to preserve and protect it and someday display it properly to the public as an important and colorful part of American history."

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The 1983 season was disappointing to Clifford and McClung. The mailboxes uncovered only a few iron fittings, a 40 foot by 16 foot side of a sunken vessel, which wasn't the *Whydah*, and a twisted rudder strap, which may or may not have been from the pirate ship. Another disappointment was that other salvagers found items to the north and south of Clifford's claim and were also allowed permits for further excavation by the Board of Underwater Archaeology, with but a 400 yard buffer zone between claims.

In his journal, Cyprian Southback had written, "the wreck is spread over a four mile area." They were words that now haunted Clifford, and although he was searching where Southback had marked the X on his map, he fears that the treasure and main part of the wreck might be in one of the adjoining claims.

The other claimants had obviously been spurred on by Clifford's premature announcement to the press and television media that he had found the *Whydah*, when all he had found at that point was the pipe stem, broken pottery and a rusty nail. The claimants to the south of him, led by Charles Sheldon and William Crockett of Brewster, under the corporate name of Old Blue Fishing Company, had come before the state board with pieces of pottery, more old nails, musket shot and a cannon ball. They were granted a one square mile area permit to excavate further. To the north is the Provincetown Ocean Marine Diving Company, led by William Daniels and Matt Costa, who obtained their one square mile search permit by showing the board items they had found in that area including a button, an oak rib, a ship gudgeon and breast hook, a silver piece of eight and a Spanish gold piece dated 1713.

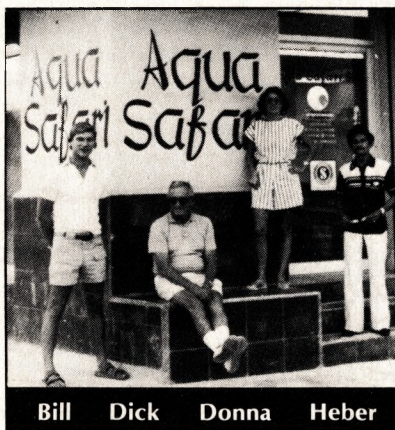
When the 1984 season opened, as one news reporter commented, "It looks like a three-ring circus is opening up off the coast of Wellfleet," but by August of last year, there was no doubt as to who caught the golden ring.

Barry Clifford had permission from the archaeologists on the state board to blow 15 holes in the ocean bottom. On examining the fifth hole, while NBC news was aboard *Vast Explorer* filming, the divers exploded from the depths, cheering. "Cannons, a broad sword, coins, musket balls, cannon balls and more coins." shouted Rob McClung. "Well," said Barry Clifford, a smirk creasing his lips, "I guess we've got ourselves a pirate ship!"

From late August through October of 1984, Clifford's ten man diving crew recovered more than 3,300 silver coins, mostly Spanish pieces of eight in near perfect condition, plus silver coins of the Netherlands, France and England, all dated from 1638 to 1715. One half dollar sized Spanish coin, dated 1653, has been valued by an expert at \$40,000. Also recovered are a few Spanish golden doubloons; gold bars, some of them in

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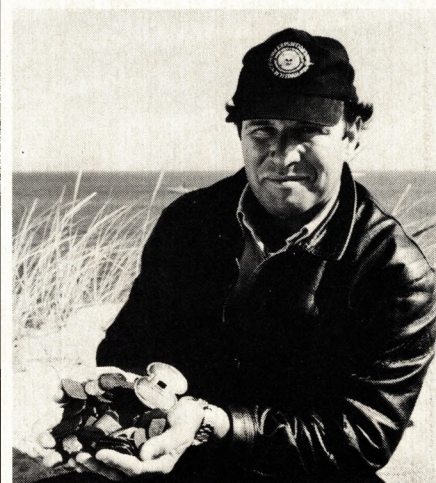
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WHYDAH

Barry Clifford claimed a two square mile underwater area, which he wanted to excavate in hopes of finding the *Whydah*. The 12 year old Massachusetts Underwater Archaeology and Treasure Trove Act allows a person to claim underwater land up to three miles out to sea if he has already found articles more than 100 years old or valued at over \$5,000 in that area. Clifford's artifacts were deemed by archaeologists on the State Board to be well over 100 years old and he was given a permit to begin searching. Under the Massachusetts law, the finder of underwater treasure and artifacts gets 75 percent of its value and the state gets the remaining 25 percent.

Clifford went to his old college buddy Rob McClung, who was then the chief of police at Aspen, Colorado, and told him about the *Whydah*. Rob gave up his police work and helped Barry find a few in-



Barry Clifford displays coins and artifacts.

vestors to pay for start-up costs. Also involved were John F. Kennedy, Jr., Tod Murphy and Bob Lazier. By the summer of 1983, the 70 foot work boat *Vast Explorer II*, originally built for the U.S. Navy, was over the wreck site with Rob and Barry aboard. Attached to the stern of the *Vast Explorer* were two huge aluminum cylinders called mailboxes which, when lowered, diverted the power of the ship's twin 240 horsepower diesel engines directly downward, blowing away bottom sand and creating craters underwater. Divers explored the craters, hoping to find artifacts, treasure or both.

The water is so rough off Cape Cod's Tableland, that search time is restricted to late April through October. Even during the good diving season if a squall comes up the salvage vessel has to journey some 25 miles to the nearest port, Provincetown, at the tip of Cape Cod. Next to Cape Hatteras, this is the roughest water along the Eastern Seaboard, especially during a storm.

ah. A few days later, the governor sent an armed sloop out of Boston in pursuit of Williams. On May 25, the *Mary Anne* was spotted in Vineyard Sound, heading south. She hasn't been seen since.

The governor also sent his friend, Cyprian Southback, to Wellfleet to confiscate any and all treasure Cape Codders had picked up on the beach. Southback, with his small police force, searched many homes and barns within a 20 mile radius of the wreck site and did recover some of the pirate booty, hidden in local cellars and attics. He also got a boat through the surf on May 10 to visit the wreck site, but he could only peer into the murky water to guess how much treasure remained in the shallows—the ship was already buried under sand.

Over the centuries, many people, including myself, searched for the wreck of



photo/Trish Cahill

Sam Bellamy, painted by Trish Cahill.

the *Whydah*. Even famous naturalist Henry David Thoreau, in the summer of 1863, was told by oysterman John Newcomb that the *Whydah's* iron caboose (a large brick and iron stove used to cook meals for the slaves) could be seen sticking out of the water at dead-low tide—and Thoreau went treasure hunting. Skin diving and beachcombing for weeks, he and his friend William DeCosta found 20 Spanish pieces of eight.

It was here, also, that famous Italian physicist and Nobel Prize winner, Guglielmo Marconi spent years—but not looking for *Whydah* treasure. Overlooking the wreck site, he sent the first wireless telegraph radio message across the Atlantic to Europe. Thus, the *Whydah's* graveyard is now called Marconi Beach.

After a storm, Spanish pieces of eight are often found on Marconi Beach. William Newman found 12 of them after a storm in 1983, all dated pre 1717, one dated 1663. Richard Hart of Brewster found another one that year.

Appearing before the Massachusetts Board of Underwater Archaeology on February 25, 1983, with the artifacts he had found in the shallows off the beach,



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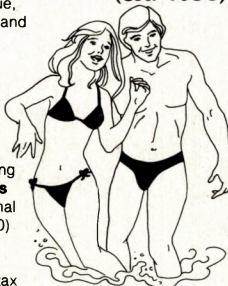
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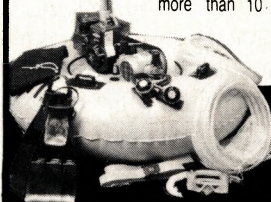
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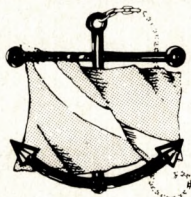


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WHYDAH

day behind the *Whydah*. The *Mary Ann*, carrying a cargo of wine from Dublin to New York, was pirated by Bellamy. Her captain, Andrew Crumpstey and seven of her crew, were brought aboard the *Whydah* along with several casks of wine—the wine possibly being the cause of the downfall of Bellamy and his crew. Bellamy then had seven of his pirates join three of the Irish crew aboard the *Mary Ann* with pirate Tom Baker in command.

With night falling and a storm brewing, Baker hung lanterns from the masthead of the *Mary Ann* and with the *Whydah* following, headed in toward Cape Cod. Owing to rolling swells, stinging salt spray and the effects of wine, the captain, the helmsman and the lookout on the *Whydah* lost sight of the *Mary Ann*. Then came the awesome boom of breakers smashing against the 100 foot high sand cliffs of Wellfleet. The 200 ton *Whydah*, overburdened with cannons, crewmen and contraband, slid across one sandbar and hit another. Her keel was twisted and crushed on the sandy bottom. The *Whydah* quivered helplessly, rolled and turned bottom up, spewing her cargo, cannons and crew into the raging surf, only a few hundred yards offshore. Of the 100 pirates flung ashore, 98 died. Only two managed to claw their way up the sand cliff—Cape Cod Indian John Julian, a helmsman, and Welch carpenter Tom Davis. Both had been forced into piracy. Bellamy's body was never found.

Eight miles down the beach at Orleans, the pirates and crew aboard the *Mary Ann* were having their own problems. The wine ship hit a sandbar, too, and slid onto Pocket Island. The seven pirates and three Irish crewmen were saved, along with a barrel of wine, by fishermen the next morning. Later that day, the surviving pirates were captured by the sheriff and carted off to Boston.

At Wellfleet, splintered wood, timbers, tattered sails, battered bodies and bits of treasure covered the beach. Hundreds of Cape Codders began picking through the debris, pocketing silver and gold coins. The surf pounded the beach for days after the shipwreck. Although there was no way to get through the surf to the wreck site, a portion of the wreck could be seen protruding from the water, some 500 yards offshore.

On April 29, 1717, three days after the *Whydah* sank, Colonel Buffet of Cape Cod wrote to Massachusetts Governor Samuel Shute that, "A sloop was at anchor near the shipwreck, but next morning sailed off with 18 men onboard her and a small boat that they had taken on the craft with four men." This was probably pirate Paul Williams and his crew, but one wonders if the four men in the boat were part of his *Mary Anne* crew, or four additional survivors from the *Whyd-*

work. Captain Prince surrendered his vessel without a fight.

Sam Bellamy was so pleased with this seaworthy vessel and her timid captain that he transferred Captain Prince and his crew to the *Sultana*, allowing them to continue on to England and he took command of the *Whydah*. He first, of course, placed all the gold, silver and jewels he had plundered over the previous months into the hold and transferred seven of the *Sultana's* cannons to the *Whydah*. In addition to 200,000 pounds of silver (mostly Spanish pieces of eight) and a lesser quantity of gold bars and doubloons, he stashed 180 50 pound bags of treasure, a bag for each pirate, below decks. Also, as reported at the Boston court trials by Tom Davis, a carpenter who was on board, "Bellamy hid a chest of enough precious jewels between decks to ransom a princess."



photos/courtesy Maritime Explorations

Now, with a crew of 142 men, some of them, like Tom Davis forced to join the pirates because of their expertise as carpenters or helmsmen, Bellamy sailed the *Whydah* up the East Coast of America. Paul Williams, with a crew of about 36 men, followed the *Whydah* in the sloop *Mary Anne*. Lebus and his crew decided to stay in the Caribbean. After pirating a few more merchant vessels off Virginia and the Carolinas, Bellamy took another off Rhode Island, allowing her angry Captain Beers to drift off in a rowboat as Bellamy preached to him from the poop deck of the *Whydah* on the true meaning of democracy. Beers landed hours later at Block Island.

Three days later, about 60 miles off Nantucket Island, the *Whydah* encountered another little merchant vessel, the *Mary Ann*, not to be confused with Williams' sloop *Mary Anne*, that had fallen a

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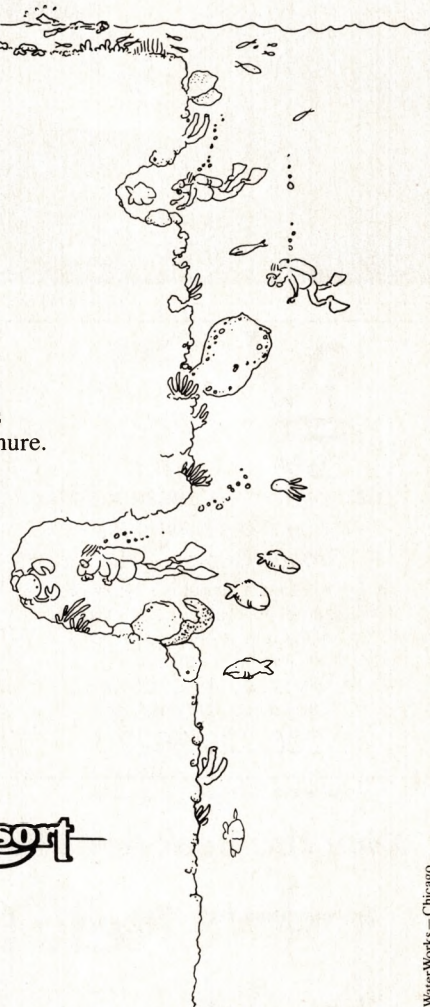
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WHYDAH

ever lived. He began his career as a merchant seaman out of the west of England, making many trips to New England ports. At Cape Cod he befriended Paul Williams. Bellamy and Williams set off for the Caribbean to go treasure hunting. Not lucky enough to find buried or sunken loot in the West Indies, Sam and Paul turned to piracy, joining the crew of Louis Lebous. After taking a few small fishing boats and merchantmen as prizes, Bellamy led an attack on the sloop *Postillion*. Once she was captured, Lebous agreed to allow Bellamy to command her.

Bellamy was now a pirate chief. He let his hair grow, grew a full black beard and was nicknamed Black Sam by his crew.



Divers and crew of the *Vast Explorer II* only 200 yards off the Wellfleet coast.

In the autumn and winter of 1716-1717, Bellamy and his pirate crew took many more richer prizes—"possibly some 50 vessels." Among them was the *Mary Anne*, which Paul Williams then commanded, and the galley *Sultana*, which Bellamy confiscated as his flagship, turning over the *Postillion* to Lebous.

It was while sailing off Point O'Pines, Cuba in these three vessels on February 20, 1717, that the pirates spotted the sleek English galley *Whydah*. She was a slaver of 23 guns that had dropped off her African slaves in Jamaica and was heading back to England with a cargo of indigo, gold dust and elephant tusks. The three pirate vessels, flying British flags, followed her for three days, then closed in for the attack. *Whydah* captain Lawrence Prince fired three cannons, but he was too late, Bellamy's boarding parties were alongside, ready to do their bloody



"Mail boxes" are down off the stern of the *Vast Explorer II* — blowing a test pit.

the microfilm files of libraries. On microfilm in the Boston Public Library he read a small book written in 1717. Authored by Cotton Mather, the leading Boston minister of that period, it was entitled, *A Brief Relation of Remarkables in the Shipwreck of Above One Hundred Pirates, Who Were Cast Away in the Ship Whido,*

on the Coast of New England, April 26, 1717. It is a small book but it revealed approximately where the ship sank and how much treasure she carried. Barry also uncovered part of the Boston Court transcript of the nine pirates who survived and a detailed report on the subsequent execution of six of them. His most impor-

tant research find, however, was the journal of Captain Cyprian Southback, a map maker and surveyor. He was sent to Cape Cod by the governor of Massachusetts soon after the pirate ship wrecked. In his journal, Southback drew a map of the cape and conveniently marked an X where the *Whydah* went down.

Clifford's probing also uncovered some conflicting stories: One book written in the 19th century mentioned that the people of Cape Cod had confiscated the bulk of the treasure soon after the ship sank into the shallows and one museum curator told him the *Whydah* was a myth and that the story of pirate Black Bellamy was only a Cape Cod legend with no basis in fact.

Barry's in-depth research convinced him that the *Whydah* and her treasure were still there, buried deep in the sand under 15 feet of water. The surviving pirates revealed the value of the treasure at their trials—gold, gold dust, silver coins, jewelry and elephant tusks worth more than \$4 million. With inflation over 266 years and the increase in coin values, the treasure could be worth as much as \$400 million today.

During his research, Barry became obsessed with the swashbuckling Black Sam Bellamy. Although never acquiring the fame of his peers, Blackbeard and Captain Kidd, he did match them in fortune and was possibly the most democratic and benevolent pirate captain who



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THE WHYDAH EXPEDITION

Archaeological Dig Reveals Pirate Treasure Ship Only 200 Yards Off Cape Cod

BY ROBERT ELLIS CAHILL

A salvage quest for pirate gold or a historical dig for archaeological artifacts—it's been called both. Either way, the discovery of the pirate ship *Whydah* off the Massachusetts coast is proving to be a rich find.

The gold, silver, cannons and pirate artifacts started coming up August 1984 but the leader of the *Whydah* expedition, Barry Clifford of Orleans, Massachusetts, kept his finds a secret until November 1984. Exactly one year earlier he announced he had found remains of the



Barry Clifford with coins underwater.

ship. While scuba diving only 200 yards off the high sandy cliffs of Wellfleet at Cape Cod, in 15 feet of water, Clifford found a clay pipe stem, a handmade nail and two pieces of 18th century pottery. This was Barry's happy day, for even though the articles he found were of little value, he knew that buried deep under the sand were the remains of the pirate ship and the treasure she carried.

He had been searching for the *Whydah* on and off for some ten years, snooping into the research rooms of museums and

photos/courtesy Maritime Explorations, Inc.

Cyana or the 60 foot *Lady Cyana II*, which sail twice daily from the shop at Mile Marker 85.9 on U.S. 1.



For further information and reservations contact Lady Cyana Divers, P.O. Box 1157, Islamorada, FL 33036; (305) 664-8717.

NAUI COLLEGE

In 1978, NAUI Headquarters commissioned the creation of a center for the development of professional sport diving instructors to supplement work going on in instructor training courses. Originally named the NAUI Professional Development Center, NAUI College has seen rapid growth and widely diverse curriculum expansion since its inception.

The college now has a 15 course curriculum and a new office and regional training site in Laguna Niguel, California. Additionally, the school now offers extension course opportunities at numerous locations around the world.

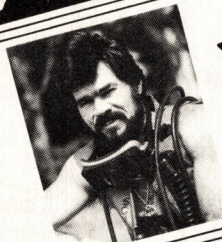
NAUI College was founded by Jim Hicks, a well known and respected figure in the instructional field and now the college's president. Under his leadership, the staff has trained hundreds of graduates who are literally scattered around the globe.

The heart of NAUI College's curriculum is its Professional Instructor Course, a ten week program designed to help relatively inexperienced divers—as well as seasoned instructors and advanced divers—become full time career professionals in sport diving. Held only at the Southern California location, the program offers students the chance to be trained as a fully certified NAUI instructor as well as a holder of numerous specialty and specialty instructor certifications. Also covered are topics such as marketing, equipment repair, boat handling, photography and store operations.

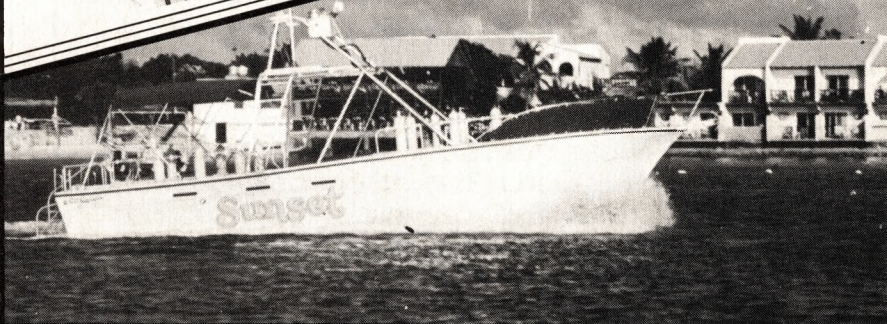
Those interested in general, enrollment or placement assistance information should contact the school's offices at 27402 Camino Capistrano, Suite 103, Laguna Niguel, CA 92677. The college has installed a new toll free number for students who would like to reserve a spot in a course. The number is (800) 423-7095 and is for domestic and 809 area code customers outside California only. California residents may call (714) 582-0186 collect.

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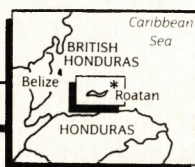
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Caribbean Sea Adventures has added the M/V *Phoenix* to its fleet. The 40 foot custom dive boat was completely refurbished this year and, with its 871 Detroit diesel engine, is capable of speeds in excess of 20 knots. This will enable more



trips to less frequently dived locations such as South Shore. Also, travel time to the Cane Bay/North Star Wall area will be greatly diminished. Captained by senior divermaster Jay Waters, the spacious boat joins M/V *Deliverance*, *Sea Spray* and *Scorpio* in making the best of Virgin Islands diving available to Caribbean Sea Adventures customers.

For information contact Caribbean Sea Adventures, P.O. Box 3015, Christiansted, St. Croix, USVI 00820; (809) 773-6011 or (809) 773-5922.

AKR/HALLEY'S COMET WEEK

Anthony's Key Resort is offering a special low rate for a fun filled week in April—celebrating the return of Halley's Comet. Raffles and souvenirs will be given to all. Lectures/slide presentations will be given by Don Walters of I.P. Stanback Museum and Planetarium, South Carolina State College.

For more information call (800) 227-DIVE, in Florida (305) 858-DIVE.

LADY CYANA TREASURE DIVES

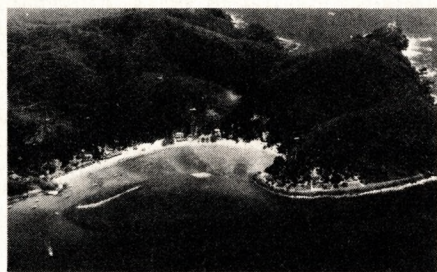
Diver Geoff Zitver recently recovered a four reale silver coin from the wreck of the Spanish galleon *El Infante* while aboard the *Lady Cyana*. *El Infante* was one of 19 ships of the Spanish Plate Fleet destroyed by a storm in the Islamorada area during September 1733. Although the coin had spent the last 252 years at the bottom of the sea, mint markings were still discernible.

According to Captains Joanie Follmer and Ken Wright of Lady Cyana Divers, the *Tres Puente*s and the *Herrera*, also members of the Spanish Plate Fleet, have also provided interesting dives lately. Among the artifacts recovered from these wrecks are cannonballs, spikes and nails, musketballs, deadeyes and assorted pieces of pottery.

Divers wishing to visit these Spanish galleons as well as many of Islamorada's scenic reefs may arrange to do so by scheduling a trip aboard the 40 foot *Lady*

very few people. Yet, just ten minutes across the bay, are the twin-city charms of Zihuatanejo-Ixtapa.

Zihuatanejo-Ixtapa is just 18 degrees north of the equator. The average tem-



perature is 82°F with a variance of only six degrees between summer and winter. Swim suits and sandals are the dress of the day, a shirt is required at dinner.

The purpose of The Nature Study Center is to reveal how you can better integrate your life with nature for your mutual benefit through education, experimentation and communication. Under the direction of Owen Lee, author, lecturer and PADI instructor, the study center offers a unique way to make your vacations profitable as well as pleasureable.

Room and board are available at extra cost. Camping is also available.

For a complete calendar of events and/or reservations, contact Nature Study Centers International, 210 California Avenue, Palo Alto, CA 94306 or telephone (415) 321-0123. ✻

SEA SAFARIS/PNG

Sea Safaris Travel, Inc., is offering new programs to Papua New Guinea. Aboard the dive yacht, *Reef Explorer*, the itineraries are varied in length and destination. Some dive sites include: Coral Sea, Solomon Sea, Byron Straits, Manus Island, Hermit Island, Hansa Bay and more.

For further information or reservations call or write Sea Safaris Travel, Inc., 3770 Highland Ave., Suite 102, Manhattan Beach, CA 90266; (800) 821-6670 (nationwide) or (800) 262-6670 (Calif. only). ✻

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Tropical Adventures Dive Travel has 14 departure dates in 1986 for dive trips to the Great Barrier Reef, Coral Sea and the wreck of the *Yongala*. These deluxe trips run 7-10 days. Their 65 foot live-aboard dive vessel, *Watersport*, has a 32 foot wide diving platform.

For bookings and further information contact: Tropical Adventures, 170 Denny Way, Seattle, WA 98109; (206) 441-3483. ✻

THE REEF SHOP PHONE NUMBER

The December 1985 SDM included a news release about The Reef Shop of Islamorada, Florida. The phone number given was incorrect. The correct number is (305) 664-4385. ✻

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SAN MIGUEL

tridium senile. Here on San Miguel it can grow to a foot in length and four inches across. The red abalone (*Haliotis rufescens*), found elsewhere in Southern California waters, seems larger and more plentiful on San Miguel. A dive on most rocky reefs will produce an ample supply for a future seafood extravaganza. For the underwater photographer, the area is one of the best for close-up work. Nudibranchs, strawberry anemones and small featherduster worms abound. A diver may have to push one out of the way to get a solitary shot of another.

Wilson Rock is one of the best areas for photography. This rocky peak off Simonton Cove has many caves and ledges that serve as a sanctuary for the most delicate of creatures.

On the sandy bottom of Simonton Cove, spearfishers can often bag a halibut or two, provided the winds and currents cooperate.

On windy days one can move from the outer region into the Prince Island area of Cuyler Harbor for a calmer diving experience. Here photographers can swim along the reefs close to the rocky shoreline and photograph some of its inhabitants in a more peaceful setting. The game hunter can find halibut on the sandy floor of the large bay.

Exploring San Miguel Island can be a unique experience for divers, birdwatchers, biologists and photographers alike. In March of 1980, President Carter signed into law a bill establishing the Channel Islands National Park. This in-



Nudibranchs are common off San Miguel.

cludes one mile offshore each of the islands. This protective action will hopefully preserve the uniqueness of San Miguel Island for future generations.

A permit is needed to go ashore San Miguel. For information call the Channel Islands National Park Headquarters at (805) 644-8262.

NATURE STUDY CENTER

The Nature Study Center, in Zihuatanejo, Mexico offers learning adventures that could get you academic and/or tax credits as well as a deep, dark suntan. The Nature Study Center occupies a palm-studded peninsula at the seaward end of Las Gatas Beach in the bay of Zihuatanejo. There are no roads, no phones and

called caliche, of what it once was.

Whatever the answers to this island's riddles, they only add to the elusive mystique of one of the least-visited of the Channel Islands.

San Miguel is 23 miles southeast of Point Conception and is 7.6 miles in length. It receives some of the most violent weather and deflected coastal currents of any of the islands.

Discouraged by the extreme conditions, few people visit San Miguel, making it one of the most pristine habitats of the island chain. Cruising along the shoreline, one can see sea elephants, California sea lions, harbor seals, Stellar sea lions, northern fur seals and Guadalupe seals. Five species breed on the island, making it the most diversified seal rookery in the world. In the springtime, sea lions arrive by the thousands and by June most of the pups are born. Breeding continues throughout the summer and the beaches are vacant by October.

Approaching Prince Island, off Cuyler Harbor, a visitor encounters another biological phenomenon unique to San Miguel, a variety of nesting sea birds. The Channel Islands are a haven for sea birds, but San Miguel is the center and about 60 percent nest here. High on the rocky face of this small islet, Cassins auklets, cormorants, storm petrels and pigeon guillemots abound. Their precarious nests are constantly challenged by



In a rare encounter, three sea lions frolic with divers—making great photo subjects.

the incessant stormy weather.

The unique life of San Miguel is not restricted to land and air. Divers can encounter a myriad of sea life, including the presence of northern species. Because of San Miguel's geographic position, the island receives some of the cold water

currents deflecting off Point Conception from the north. These bring with them a number of hearty northern visitors that survive in transitional San Miguel waters.

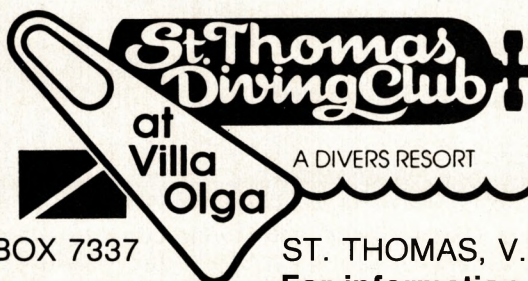
One of the most obvious animals likely to be encountered, even in shallow waters, is the large white anemone, *Me-*

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CALIFORNIA'S SAN MIGUEL ... ISLAND OF MYSTERY

photo/Ed Somers



TEXT AND PHOTOGRAPHY BY ALAN M. HELLER

Fog had moved in during the night and still lay heavy on the early morning hours. The men were somewhat elated because it would give some relief to the never-ending wind that had howled about them for days. The fog and calmness also seemed appropriate for the task that lay ahead.

A small boat was brought alongside

and the long wooden box was readied for transfer. The ship's company stood at attention and gave a final salute as their captain and fellow adventurer was loaded aboard the small craft. Ten men took their positions in the boat and slowly made their way into the fog and to the final resting place of Juan Rodriguez Cabrillo. Cabrillo was interred on the island

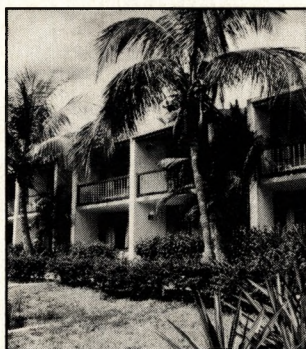
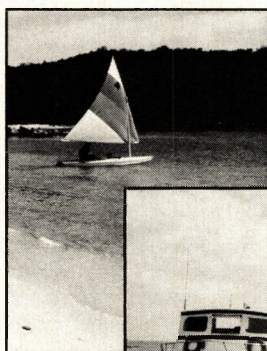
later to be known as San Miguel, the western most California Channel Island.

The final resting place of that intrepid sea captain is still a mystery today and there are those who believe he was not buried on San Miguel at all—and instead lies somewhere on Santa Rosa Island to the east. Others contend that Prince Island, just off Cuyler Harbor, was his final resting place. In 1937, a Portuguese civic group placed a monument to Juan Rodriguez Cabrillo atop a knoll overlooking Cuyler Harbor—a likely burial place.

Over the ensuing years other riddles of San Miguel have come to light. One has to do with fossil finds in the early 1900s. During that time, specimens were found indicating that a dwarf mammoth lived on several of the Northern Channel Islands, including San Miguel. A recent scientific study has revealed evidence that early man may have co-existed with these glacial age remnants more than 40,000 years ago.

Another riddle—this one answered—concerns the strange, ghost-like forest found on San Miguel. These eerie shapes give one the impression of visiting an alien world and confronting the remnants of extraterrestrial life. But, in fact, they are the results of calcium carbonate sand blowing onto the surface of vegetation. The plant's organic acids react with the sand to form a cement coating. When the plant dies and decays, it leaves a casting,

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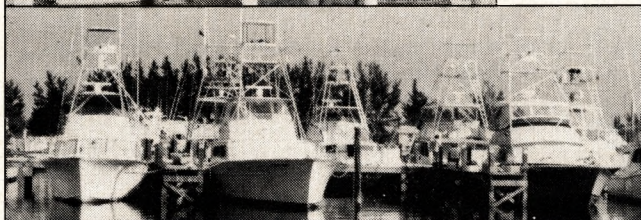


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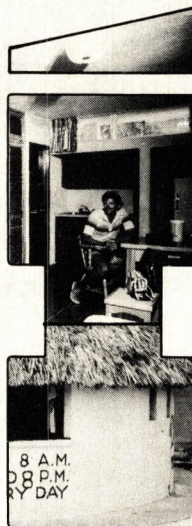
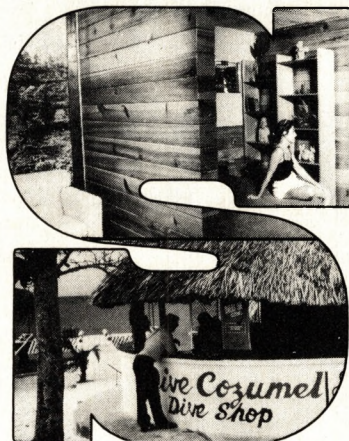
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Finally, after almost nine years in Haiti, the word has spread that Baskin in the Sun has diving like it used to be: spectacular overhangs, lush coral gardens and more colors than a rainbow. In 1985 business was so good, we had to turn people away . . . and we're sorry.

Our Kaliko Beach Club hotel is plush, with air conditioned rooms, fresh water pool, tennis courts and all those other nice things that both divers and non-divers like to have around on vacation. It also has 42 rooms, so there's plenty of room for expansion. We had to make a decision.

Do we take advantage of this long overdue popularity? Do we do all those things necessary to get BIG? Or do we stay small, know the names of all our guests, have fun and continue giving gold-plated, personal service?

My partner, Eva Cope, and I sat down for a serious discussion. "Hey," I said. "Here's our chance to make a lot of money . . . we're becoming famous." With her astute wisdom she asked, "What will you do with all the money we're going to make when you're working three times harder to handle all this new business?" "Simple, I'd get a little house by the sea . . . get a nice boat and go

diving with friends." Eva said, "But you're doing that now."

How could I argue with such logic. But I still felt responsible for accommodating Haiti's growing popularity in the diving world.

Enter Harry, Al and Beth, our three new instructor/divemasters. Adding these three new positions and a new 25 ft. "Sea Vee" to our growing fleet has made it possible for us to accommodate more divers while still giving the style of friendly service that's made us successful.

Now all the divers we've had to turn away will be welcomed. And the hundreds of divers who keep returning can rest assured that we'll be ready for them. For your comfort we'll still limit the number of divers to twenty-five on our 55 ft. Catamaran, ten on our new boat and no more than six on our 23 ft. speed boat. We've also added another air conditioned Dodge Van for lots of shore diving.

And even though we're growing, we'll still do the things that make you feel important. Like carrying your equipment and having it washed, dried, ready and waiting for your next dive.

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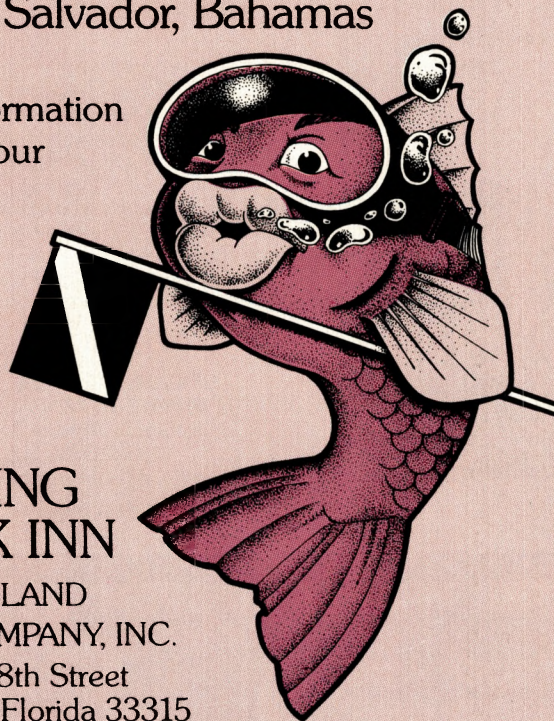
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SHARK RIVER INLET

(Continued from Page 46)

feet. Toward the end of the dive, as we approached the area beneath the bridge, we encountered an unusual phenomenon. We had the feeling we were in the front row of a theater; the curtain parted for the first act and we were treated to a panorama of 15-20 foot visibility. We watched the crabs darting back and forth, the fish swimming among the rocks and, at a depth of ten feet, we could see people standing on the shore. What a



Roy Sorensen dives Shark River.

beautiful end for one of my favorite dives!

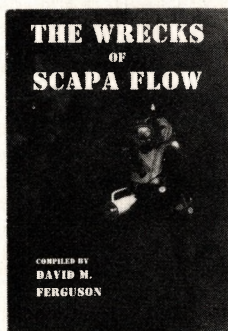
Many of these experiences raced through my mind as my wife and I continued our visit with our subsea friends. As morning filtered through the depths, the night dwellers moved to their daylight abodes. Blackfish, bergalls and sea sculpins began their daily routines. Sadly, our tanks were getting low and we had to end our dive. On the walk back to the car, we observed fishermen trying to catch the fish we had just visited.

Content with the views afforded us by the excellent subsea scenery, we showered, changed and had breakfast at an open air seaside restaurant. Here, we watched the surface world begin its daily routine. How many people are fortunate enough to watch two distinctly different worlds begin a new day?

There are some restrictions and regulations for diving Shark River Inlet. During the summer peak boating season, diving is restricted to the hours between 5:30 pm and 8:00 am. This applies from May 1 to October 1. The remainder of the year diving can be done at any time. Diver down flags *must* be displayed while you are in the water. Remain clear of the center channel as there is boat traffic, even at night.

The most important thing to remember is to enjoy your dive! 

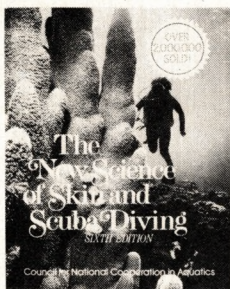
DIVER'S BOOKSHELF



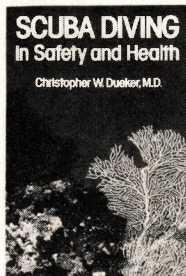
The Wrecks of Scapa Flow—Compiled by David M. Ferguson, this guide includes maps, tables, topside and U/W photos. Send international money order for 4.95 pounds sterling, plus postage to: The Orkney Press, 72 Victoria Street, Stromness, Orkney Islands, Scotland.



You Can Dive—By R.G. Willis and the editors of Underwater USA, this guide lists the authors' choice of some of the best scuba instructors in the U.S. (by state) and has a list of dive shops (by state). \$4.95. Underwater USA, P.O. Box 195, Beach Haven, PA 18601-1195.



The New Science of Skin and Scuba Diving—The sixth edition of this popular text highlights recent changes in the use of equipment and instruction. Illustrations, throughout, are essential aids. \$10.95. New Century Pub., 220 Old New Brunswick Rd., Piscataway, NJ 08854.



Scuba Diving in Safety and Health—By Christopher W. Dueker, M.D., covers such topics as marine life hazards, the physical environment, respiration, diving and the ear, and decompression sickness. \$11.95. Diving safety Digest, P.O. Box 2735, Menlo Park, CA 94026.



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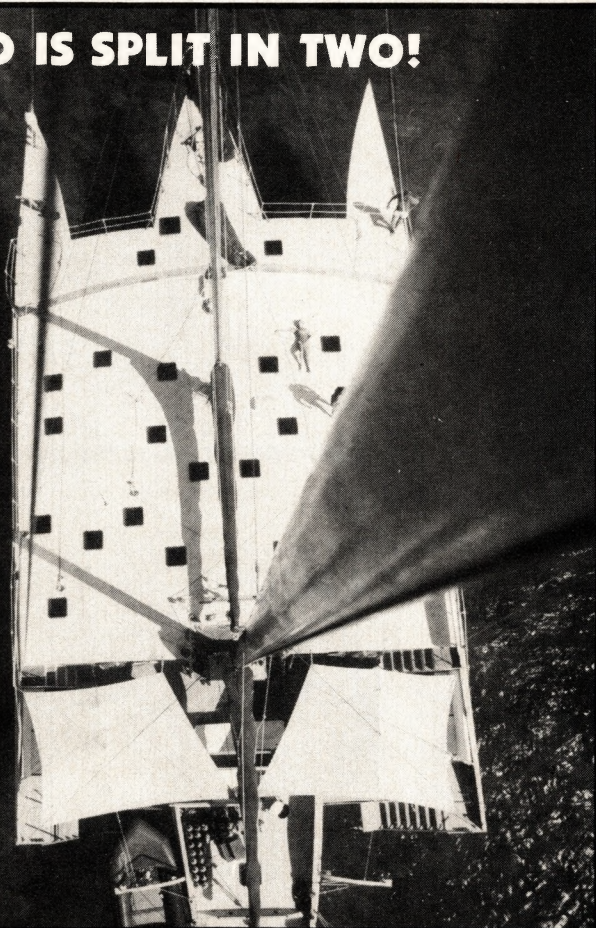
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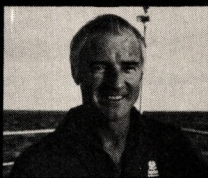
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The Undersea Predators
Diver's Guide to the Cayman Islands

PHILIPPINES ABOARD TRISTAR

Dateline Manila: After years of slowly dawning awareness, American divers are now discovering the diving of the Philippines. There is still a great deal of confusion about where the greatest reefs really are. For here, as in other famous destinations, superb reefs are isolated occurrences in a literal sea of mediocrity.

After a decade of sending dive groups to the Philippines, See & Sea Travel has evolved the most varied dive itinerary with the most wonderful comfort of any Philippine diving adventure on the market.

Only See & Sea offers all of the prime dive areas. In the Spring, See & Sea groups will dive both the Batangos-Apo Reef area off Mindora, and Tubbataha and Jesse Beazly Reefs off Palawan. During the Summer and Fall, See & Sea's divers will base in Cebu, diving the Cebu-Negros region.

The key to See & Sea's pre-eminence in Philippine diving is the spectacular private yacht **Tristar**. This modern luxury cruiser has sumptuous interiors - with carpeting, air-conditioning, a dining room which could seat 50; a huge sun deck and a devoted, capable crew of twenty. That's right, twenty wonderful young Filipinos dedicated to your grandest diving adventure.

Diving is unlimited aboard **Tristar**. On my last trip, our group went diving some days at 5:30 AM. Night dives were frequent and spectacular. But the real key to a sensational cruise was variety!

At the Cathedral and Sombrero Island off Batangas visibility is quite limited but marine life is astoundingly prolific. We photographed blue-ringed octopus, flaring lionfish and indescribably brilliant corals.

Then we had a complete change of scene diving fabled Apo Reef. Four manta rays live here, soaring above shallow coral gardens gleaming in the sun.

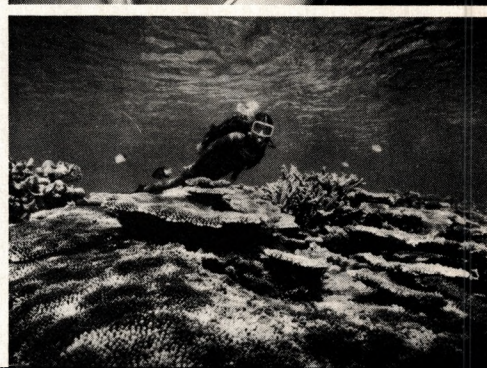
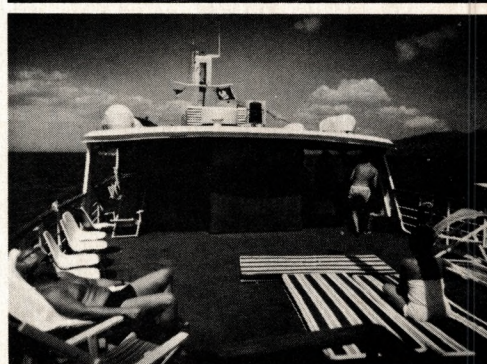
After a few Apo days we did the Japanese wreck, a magnificent photo prop covered with sculptured coral, no deeper than forty feet from the surface. Then Brown Rocks and Kolkonnong Point, where nearly-tame cuttlefish cavorted for our cameras. And Hunter Rocks for the colony of sea snakes.

Between dives, always the luxury of clean linen, caring service and the comforts of a hotel - even 100 miles out to sea.

Other Philippine hotels and dive boats try to compete merely on price; the intelligent diver who considers the variety and quality of diving *and* the level of comfort *and* price/performance will inevitably discover that once again See & Sea's reputation as *the best* is deserved.

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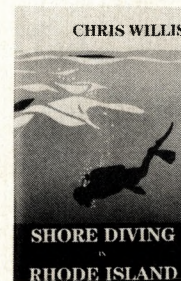
Shipwrecks—Roderick Farb's book is a comprehensive overview of more than 70 shipwrecks in North Carolina's Graveyard of the Atlantic. It includes maps, photos and site information. \$12.95. Menasha Ridge Press, Route 3, Box 450, Hillsborough, NC 27278.



Tecnicas Avanzadas de Buceo Deportivo—This latest manual from Baltasar Pazos is intended for advanced scuba divers and instructors. \$10.95. Written in Spanish, it is available from NAUI, P.O. Box 14650, Montclair, CA 91763; or from P.O. Box 13, Veracruz, Ver., Mexico.



Tecnicas de Buceo Deportivo—By Baltasar Pazos, this scuba manual is intended for basic and open water certification courses. \$10.95. In Spanish, it is available from NAUI, P.O. Box 14650, Montclair, CA 91763; or from the author at P.O. Box 13, Veracruz, Ver., Mexico.



Shore Diving in Rhode Island—By Chris Willis, this book is a guide to the best shore dive sites in the Jamestown, Newport and Narragansett areas. It includes a location map. \$4.95. Christopher Willis Pub., 80 Wampum Road, Narragansett, Rhode Island 02882.

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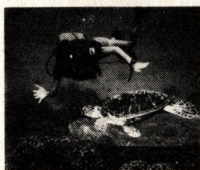
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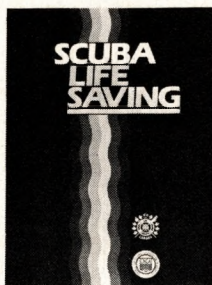
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Comprehensive Guide
to SCUBA DIVING
in HAWAII



Phil Hoffmann

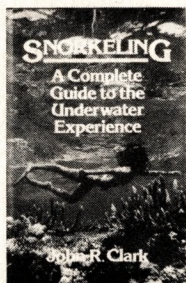
Comprehensive Guide to Scuba Diving in Hawaii—This book by Phil Hoffmann describes the best dive sites off Oahu, Kauai, Maui and Hawaii. It includes site descriptions, diagrams and facilities available. \$6.95. Pacific Trade Group, P.O. Box 1227, Kailua, HI 96734.



Scuba Life Saving—By Albert Pierce, this book discusses a multitude of emergency situations and describes rescue techniques for each. It includes many drawings. \$14.95. Council For National Cooperation in Aquatics, 901 West New York Street, Indianapolis, IN 46223.



Finding Fiji—This guide by David Stanley covers this island paradise in detail, including: physical features, customs, history, marine life and more. Includes maps and black and white photos. \$6.95 plus \$1.25 handling. Moon Publications, P.O. Box 1696, Chico, CA 95927.



Snorkeling—This book by John R. Clark includes illustrations and covers topics such as techniques and equipment, marine life, game and treasure hunting, and U/W photography. Includes a list of appropriate publications. \$15.95. Prentice-Hall, Inc., Englewood Cliffs, NJ 07632.

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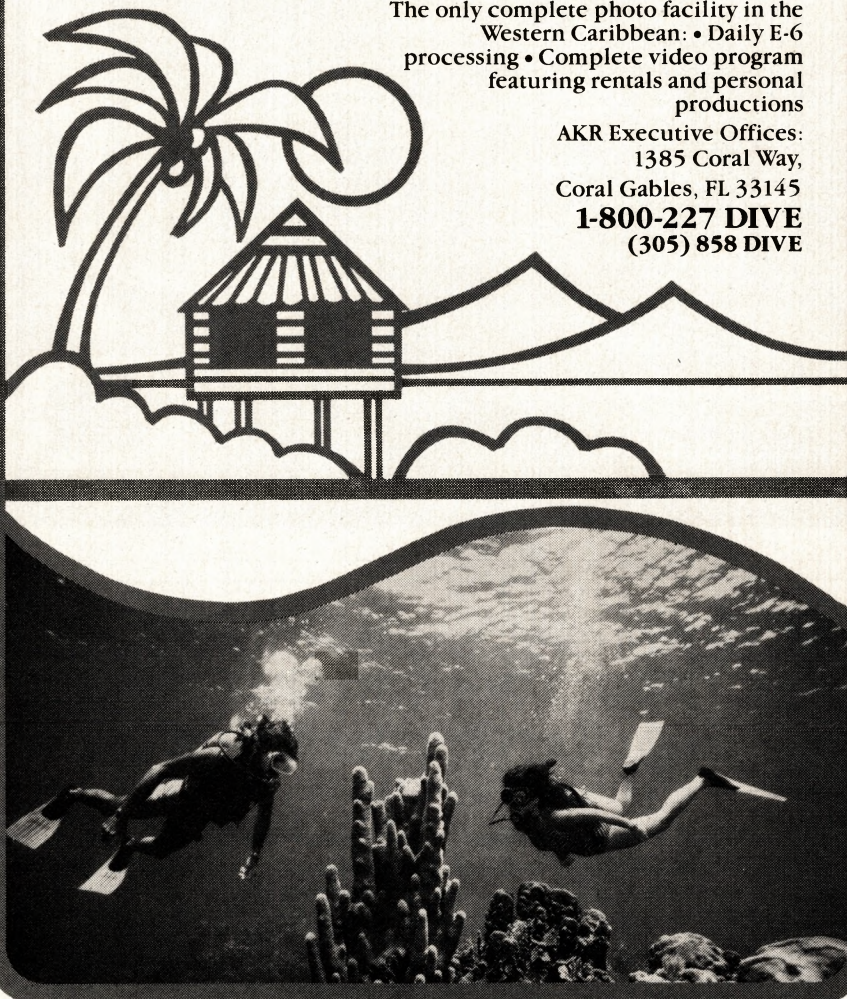
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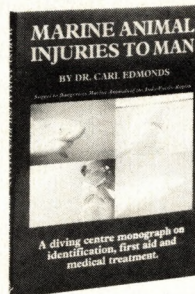
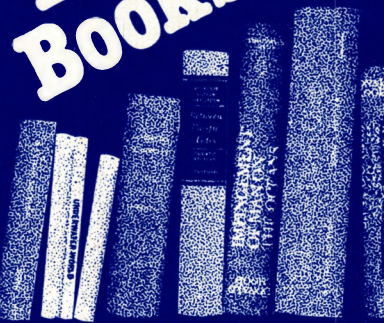
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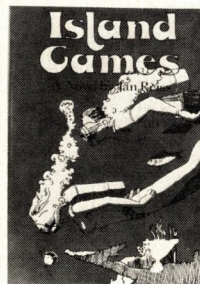
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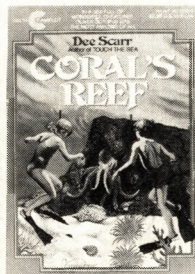
Divers Bookshelf



Marine Animal Injuries to Man—Dr. Carl Edmonds' book is a sequel to *Dangerous Marine Animals of the Indo-Pacific Region* and covers microscopic forms to killer whales. \$20 plus \$5 shipping. Biomedical Marine Services Pty. Ltd., 25 Battle Blvd., Seaforth, 2092, Australia.



Island Games—This novel by Jan Reiss explores the social interactions and diving experiences at a fictitious Bahamian resort, where the romances between staff and guests "seem to occur as frequently as the tide comes in." \$8.95. Carlton Press, Inc., New York, NY.



Coral's Reef—By underwater guide Dee Scarr, this book is a fictional account of a talking octopus and the children he befriends. Marine animals are described and their habits discussed as the children learn about the sea. \$2.50. Avon Books, 1790 Broadway, NY, NY 10019.



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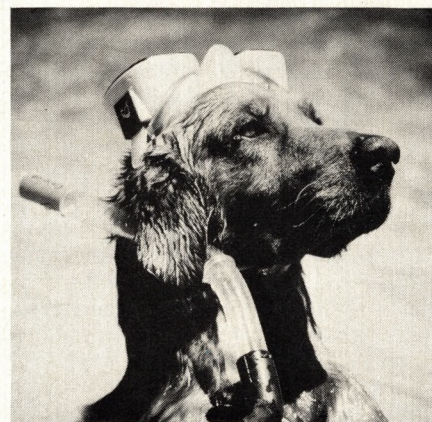


CURACAO

WE HAVE A STYLE ALL OUR OWN

COCO VIEW

you will discover that Zinger is the resort personality. This amazing pet will win your heart with his sojourns into the channel to escort snorkelers (a decided preference for females) and his daring free dives to snatch grunts, leopard rays or the occasional sea urchin. I still laugh when I think about Zinger watching me



with interest (and probably criticism) as I snapped photos of a lovely lady diver holding an interesting Indian pot found in the shallows.

CoCo View is a family operation that offers personalized service and a variety of diving experiences. Two additional members of the "family" are Terry Evans and Jaki Jeffries, who run the stateside office. When you call CoCo View, you will be speaking to two of the most helpful, knowledgeable people in the dive travel business today. All CoCo View packages include transfers to and from Roatan airport. (Tan/Salsa Airlines services Roatan through the gateway cities of Houston, Miami and New Orleans.)

For additional information about CoCo View Resort, the Honduras Bay Islands, mainland attractions, special interests and airline scheduling and ticketing contact: CoCo View Resort, P.O. Box 877, San Antonio, FL 34266-0877, (800) 282-8932; in Florida and outside U.S., (904) 588-4131.

COZUMEL—TAX FREE

Beginning March 24, the Institute of Applied Physiology and Medicine will conduct a tax-deductible, eight day educational seminar on diving physiology geared toward diving professionals. This program will be held on Cozumel, at the beachfront La Perla Hotel, and will include exclusive use of the hotel's dive boats, thus enabling the group to experience Cozumel's most challenging and rarely dived reefs and drop-offs.

For further information contact Institute of Applied Physiology and Medicine, 701 16th Avenue, Seattle, WA 98122; (206) 852-6314.

series of travel posters. I selected CoCo View for its central location on the island and its position close to a special dive site displaying this volcanic connection. This latter used to be called Shark Alley, which gives you an idea of the wildness of the site. Today, it is called Mary's Place after the wife of a local divemaster. I believe it is the best single dive site in the Bay Islands. Imagine a huge megaton section of the wall that has cracked and split away from the shelf under unimaginable tectonic stress. The proportions are gigantic and it is possible to consider the volcanic energies that created these islands when you view Mary's Place in an expected 80-125 feet of visibility.

The main crack can be entered from a shallow or deep end—a vertical fissure that narrows and widens as you meander through. Halfway into the system, a secondary crack intersects at a right angle to the big channel, forming an alternate route exiting at a steep slope and a final wall. The crevice walls are sheer, even undercut in places; it's as though you are diving inside a volcano. At the wide end, the walls are decorated with a variety of rope, vase and finger sponges painted in hot colors. At the narrow end are sprigs of black coral, deepwater seafans and lacy bryozoans.

The diving program is evaluated and adjusted according to the experience level and wishes of the group. Before the resort opened, very little was known about this section of U/W Roatan. Every month new sites are being discovered and developed by CoCo View divemasters.

Another exclusive is CoCo View's compressor equipped, live-aboard dive boat. The 43 foot Schucker fiberglass powersailor, *Reef Runner*, accommodates eight guests in three air-conditioned staterooms. A captain/divemaster and a first mate/cook accompany each charter. Options include a 14 night charter, a seven night charter or a "surf and turf" combo with three nights aboard and four nights at the resort. The *Reef Runner's* appeal is flexibility and variety making extra-exotic locations such as the Barbaretta Wall, the Pigeon Cays and the Cochinos Banks a possibility. One diver made 70 dives during his two week trip! That's five tanks a day for 14 days.

Freebooter's Day is a weekly day-off from diving if you please. Options include: all day island tours into Coxen's Hole (main town), Punta Gorda (fishing village) and Oak Ridge (shrimp and lobster boats). The lush, tropical beauty of Roatan is best seen from a main road that goes down the spine of the island. Lunch is normally planned away from the resort.

Most resort mascots are incidental, certainly not a highlight, but Zinger is special. At first glance, Zinger might be taken for just your average five and a half year old pedigree yellow labrador retriever, (there is also a black labrador, Shadow, who is Mrs. Zinger), but soon

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COCO VIEW

(Continued from Page 96)

freshwater showers further attest to the diver support concept.

There are normally two single tank boat dives per day. The shore diving is unlimited and that says a lot because this is way above average shore diving. In front of the cay, within easy swimming distance (marked with surface buoys and undersea markers), is a fantastic shipwreck (in the channel mouth) and more than a mile and one-half of continuous unbroken wall diving. The drop-off starts in some places from an unbelievable 15 foot depth and drops vertically or undercuts to a sloping bottom at 80-100 feet.

The shipwreck is a calculated surprise. The 140 foot *Prince Albert* was originally a 1979 Nicaraguan refugee boat. Several years later the derelict vessel was sunk intentionally by the resort, with the help of locals, in French Harbor. Today, looking like a Hollywood movie set, she rests upright in 65 feet of water just 20 feet below the surface. Photographers will love to set up shots with divers swimming above the deck and through the superstructure and main holds. Night diving on the wreck and reefs from the shore is routine.

CoCo View's coral formations are varied and extensive. Sixty-two of the 65 listed species of Caribbean stony corals can be located on these reefs. The shallows support elkhorn, staghorn, star, brain, pillar and leaf corals interspersed among seaweeds and fans. Schools of blue tangs, creole wrasse and Bermuda chubs patrol the mid-reefs. Since the wall starts so shallow, it is easy to find a variety of sponges and black corals. Dive sites that are recommended include: Doc's Dive, a series of tunnels, crevices and chimneys; and Two Tall, Two Small, a series of various sized tunnels and caverns. It is, in fact, the crevices and fissures cut through these massive reefs that make CoCo View diving so interesting and exciting. The spur and groove system that is an appropriate description for most Caribbean reef formations is very well-developed in the Bay Islands. Found particularly at the mouths of bays and at the entrances to channels, a groove may be 100 yards or more wide, creating dramatic inside drop-offs perpendicular to the main wall. Elsewhere, the grooves often form narrow slits in the mountainous reefs, inviting exploration into transverse that are sometimes grown over by living corals forming vertical and horizontal caverns and tunnels.

In some areas it is possible to see the volcanic influences on the formation of the islands intertwined with the spectacular, more recent coral growth. The purpose of my last visit was to produce underwater and topside photographs for a

just beginning to become a viable industry in the Caribbean and Peter Hughes was invited down to test the feasibility of establishing a dive operation at the Flamingo Beach Hotel. With the help of his wife, Alice, Peter installed a hand-me-down 8 cfm compressor, a 15 foot outboard powered Boston Whaler and 15 used and abused steel tanks. This was Dive Bonaire, circa 1975.

The evolution from these primitive beginnings to the world class resort dive destination of today has, of course, been gradual. The quality and consistency of the dive experience brought back repeat business and word-of-mouth endorsements. Profits were plowed back into improved dive equipment, increased staff and, by 1978, another 40 waterfront rooms. During these early years it was a hands-on collaboration between the Wiggins and the Hughes that has matured.

The older steel tanks were replaced by new aluminum 80s, the old compressor was succeeded by massive 50 cfm diesel units and the venerable Boston Whaler gave way to custom dive boats. Peter Hughes was one of the first Caribbean dive operators to recognize the fascination of his clientele with underwater photography and to establish a resort photo center to cater to that special interest. By the early 1980s, Wally and Joyce Wiggins built yet another 43 rooms, bringing the total guest accommodations to 110 double rooms with two restaurants, a freshwater swimming pool, a new dive shop and improved docks, and a boutique operated by Alice Hughes.

Boats were added according to demand. Tri-hull flattops were the fleet flagships for many years. While they proved spacious, stable and well-suited to the prevailing flat-calm Bonaire sea condition, the deep-V diesel dive boats were added to provide greater safety, reliability, comfort and most importantly, range. Most of the dive sites are within minutes of the Dive Bonaire docks, either along the Bonaire coastline or just off Klein Bonaire. However, there are also superior dive sites around the northwest point of the island, in the area of the Washington/Slagbaai National Park, and to the south of the island, including the wreck of the *Hilma Hooker* and Salt Pier.

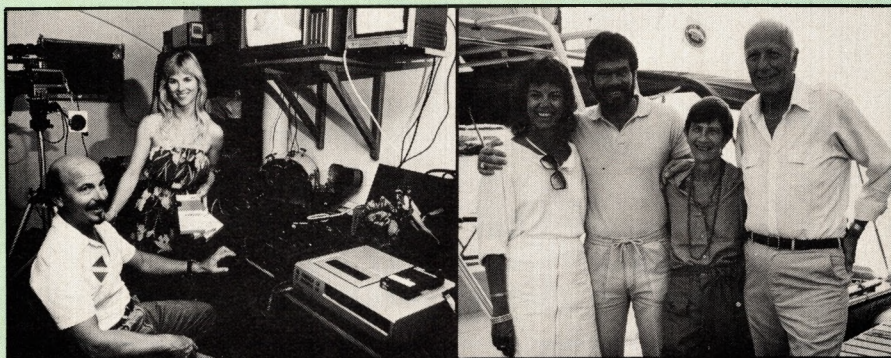
Today the dive boat fleet includes two flattops; one 31 foot deep-V outboard for small, special interest groups; one 31 foot diesel vessel that often serves as the photo boat and is also rigged for sport-fishing; and four deluxe, custom built, 36 foot deep-V diesel powered vessels. The newest additions to the Sun Fleet are two unique boats integrating the stability and room of the flattop with the speed and efficiency of the monohull. Custom designed by Peter Hughes and powered by twin diesels capable of cruising at 18 knots, these boats will provide an even

greater range of dive sites and comfort to the visiting diver.

Today's Flamingo Beach Hotel has significantly increased in sophistication. In July of 1981 Divi Hotels purchased the property and Wally Wiggins ultimately became president and chief executive officer of the corporation. Joyce Wiggins became the finance coordinator and their son Scott assumed the role of director of marketing. Divi includes not only the Flamingo Beach property, but six other hotels, two time-share developments, two casinos, several restaurants and an en-

provide custom underwater video tapes and stock videos on underwater Bonaire; Cibachrome prints; color negative developing and contact print service; and PADI or NAUI certified underwater photo specialty courses. Jerry Schnabel and Susan Swygert are the resident photo pros.

Divers visiting the Flamingo Beach Hotel today can expect comfortable, air-conditioned accommodations in a tasteful Spanish-styled waterfront complex. They can expect a reasonably diverse menu and good quality food from the restaurants on the premises and additional fine



Above left: Jerry Schnabel and Susan Swygert, photo pros at Photo Bonaire. Above right: From left to right, Alice and Peter Hughes, Joyce and Wally Wiggins. Dive Bonaire's flattops and deep-V hulls carry guests to spectacular U/W sites.

tertainment and shopping complex in Aruba. Peter Hughes Diving Inc. has now merged with Divi Hotels and Peter has been retained as a vice president in the marine sports division. As such, he has the responsibility for dive operations not only at the Flamingo Beach, but also in Curacao, Cayman Brac and Barbados. Alice Hughes operates boutiques at most of the Divi hotels and, of course, works closely in collaboration with Peter.

The Flamingo Beach Hotel now includes a casino—touted as the world's first barefoot casino in allusion to the casual atmosphere—another 40 suites in the Club Flamingo development available either as interval ownership units or hotel rooms; a second swimming pool; and even a second dive shop, Dive Bonaire II. Dana Vied and Mike Conbel directly oversee each dive shop and Harry Ward coordinates both operations as a single entity. Dive Bonaire II, like Dive Bonaire I, is at the waterfront with its own pier and air fill station. Three 50 cfm compressors keep up with the demand for air created by the unlimited diving programs. A new conference center has been built overlooking the sea to augment the educational programs held at the resort.

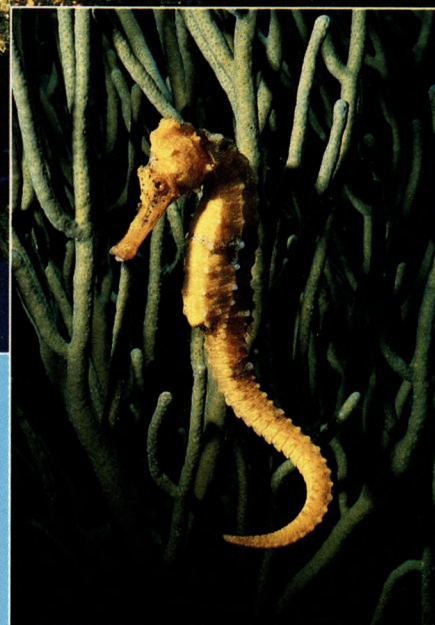
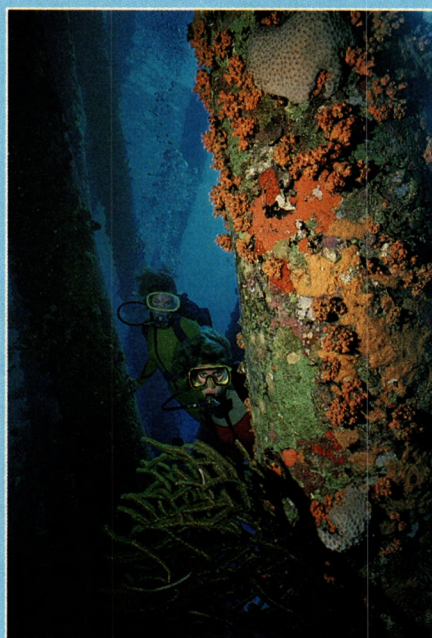
Photo Bonaire has similarly expanded into a new, more central location. There are light tables, a classroom, a new E-6 sink line capable of processing up to 30 rolls of film in a single run; services to

dining at several restaurants in nearby Kralendijk. There is evening entertainment available in the form of casino gambling; satellite television in the casino lounge; slide shows and video presentations by the Photo Bonaire staff; boat dives six nights a week; and unlimited access to Calabas Reef just off the hotel. The boats depart promptly at 9:00 am and 2:00 pm, and are generally limited to no more than 20 divers (often carrying even fewer). The diver can choose the site from a daily selection of six or more. All tanks are loaded on the boats by the Dive Bonaire staff. The dive sites for the most part are within a short boat ride from the hotel, but more remote sites are scheduled several times each week as well. The sea conditions are likely to be ideal for boat diving and there is little competition for the sites from other boats. Visibility ranges from good to excellent and the water is warm. The photographic potential is impressive, as are the services available for the underwater photographer. For a dive vacation of consistent, predictable quality, the collaboration of the Flamingo Beach Hotel and Dive Bonaire is a top choice.

For further information or reservations, please phone (800) 847-7198; from outside the U.S. or Canada phone (607) 277-DIVI. Mail inquiries may be addressed to Divi Hotels, 520 West State Street, Ithaca, New York 14850.

DIVE BONAIRE

For A Vacation Of Predictable
World Class Quality



**TEXT AND PHOTOGRAPHY
BY STEPHEN FRINK**

Some 30 miles off the northeast coast of Venezuela, Bonaire lies far below the hurricane belt and has perhaps the most consistently fine diving conditions in the Caribbean. Even if the trade winds bluster, as is common in the winter, the mass of the island provides a sheltered lee for spectacular dive sites. Calm seas, excellent visibility and magnificent coral reefs with abundant fish life are Bonaire's blessings. However, it is the enterprise of man that has built the island into one of the major dive destinations of the Caribbean. The symbiosis of Peter Hughes dive operations and the Flamingo Beach Hotel is an example of that enterprise.

The story began just ten years ago. Wally and Joyce Wiggins purchased a 27 room hotel on the site of the present Flamingo Beach complex. Accommodations were austere but the location was spectacular. Just to the south of the island's main community, Kralendijk, and just to the north of the airport, the Flamingo Beach Hotel occupies a beautiful stretch of waterfront property. Scuba diving was

saw fellow divers flying by spread-eagle. The 150 foot visibility made it easy to follow the comical movements of the other divers. I stared at the colorful, healthy soft and hard coral reef before me. I was amazed by the astonishing varieties of tropical fish and the clouds of purple queenfish, relatives of the Red Sea gold *Anthias*. All the while, the rays, turtles and sharks were idling almost motionless against the current, apparently enjoying the spectacle we humans created.

Although we were sailing in the middle of the ocean, the large, plush *Jodi Anne* made us feel as if we were at an elegant land resort. Like all La Mer's boats in the Brave New World, the *Jodi Anne* is fully air-conditioned and offers double cabins with private showers. Her friendly crew includes an experienced divemaster familiar with the local waters. Groups are limited to 10, so each guest receives individual attention.

During this trip, Dr. Clark, who spotted a thresher shark and perhaps a dozen new species of tilefish, characterized the Rowley Shoals as richer than Ras-Muhammed in the Red Sea. Like Ras-Mu-

for diving and features an air bank system and a dual compressor that allow for unlimited diving. When it's time to come up for a breather, there is plenty of storage room for cameras, lenses and film.

En route to Great Astrolabe, six hours south from Suva, we stopped at the mighty seamount of Thakau-Lekaleka, only recently discovered. On one dive there I was surrounded by scores of tuna, barracuda, trevallie, kingfish and jacks. On another dive, I saw the wall blaze as if on fire, covered by a trillion crimson soft coral polyps and seafans opened by the caressing motion of the gentle current. One hundred twenty miles farther east of Great Astrolabe is Navatu atoll. Like other remote areas, its beauty is unspoiled. I was so occupied photographing Navatu's crustaceans and invertebrates on this dive that my buddy had to grab my shoulder and point out a truly majestic sight in the open water—30 eagle rays gliding by in perfect formation.

My wetsuit had plenty of time to dry out in Papua New Guinea. With water temperatures of 84 to 90°F, I joyfully shed my second skin and plunged into the

What intrigues me most about Papua New Guinea is its contrasts. I used the most modern in diving services and equipment there and found world-class, land-based operations in Madang, Rabaul and Walandi. Yet the country was primitive in so many other ways. As I traveled I saw friendly dark-skinned natives, bare-breasted or bare-footed, some with intricate facial tattoos and carrying spears. They traveled on foot alongside their stylish compatriots in European dress, who were driving Mercedes and Toyotas. During my trip, I took a break from diving to visit the villages along the famous Sepik River. There I traveled by a four-wheel drive vehicle to villages where I met natives living just as their ancestors had hundreds of years ago.

When I went underwater and saw New Guinea with my fish-eye's view, I knew I had timed this trip perfectly. In Madang at Magic Passage, I found a favorite playground for a group of manta rays ranging from 12-20 feet from wing-tip to wing-tip. On three consecutive days, always at the same hour, four of them played and leaped at the surface while I admired



The 72 foot *Mollie Dean*



The 70 foot *Jodi Anne*

ammed, Rowley Shoals features dramatic drop-offs to hundreds of feet. Dr. Clark will return to Rowley Shoals in August, leading a La Mer expedition. David Doubilet will follow with a photography program in September.

My spirits were high when I headed next to Fiji on my own. I had been there 10 years before and my memories of this ethnically mixed tropical paradise were happy ones. Apart from the friendly people, the main attraction is the superb diving, enhanced by the modern dive support facilities. La Mer recommends a trip exclusively to Fiji or at least a side visit for those traveling in the Brave New World.

In Fiji, I found a top-notch, land-based operation, Dive Taveuni, run by Rick and Do Camick. I also traveled in style aboard the sumptuous 72 foot *Mollie Dean* and visited Great Astrolabe Reef. On this private yacht I was pampered with gourmet meals cooked by her own chef and served on china at a mahogany table. The *Mollie Dean* is equipped especially

pastel splendor. Diving without a wetsuit in a place filled with lush and rare sea life is a luxury not found in the Caribbean or the Sea of Cortez. Freedom, at last!

I felt at home immediately in Papua New Guinea. My first sight there was my friends Bob and Diana Halstead, experienced dive operators, who greeted me warmly at the airport at Port Moresby. Australian-born Bob is a world-renowned photographer and his New Guinean wife Diana is an extraordinary cook. Always on the move, the Halsteads have the country's only live-aboard dive boat, the newly built 65 foot *Telita*. Designed by an Australian naval architect and built in New Guinea especially for diving, she will be launched this month. La Mer and the Halsteads will celebrate the *Telita*'s maiden voyage in July with Dr. Eugenie Clark, exploring the atolls of Hermit and Manus in the Bismark Sea off Madang. The *Telita* will rotate every three months around the bounty of New Guinea so our guests may enjoy the best weather and locations.

them from 30 feet below. Although Madang has a few shipwrecks, it is Rabaul on the northern tip of New Britain that is the Truk Lagoon of New Guinea. Here there are more than 60 World War II plane and ship wrecks. Those I saw were shallower, more colorful and bigger than those in Truk. At Walandi, in visibility of more than 200 feet, I found the most exquisite reef formations I have ever seen. And, on almost every dive, I saw new species of angelfish and butterflyfish I haven't seen anywhere else in the world. I also saw the imperial dancer, a nudibranch that is a relative of the Red Sea Spanish dancer. Rarities seemed to be the norm here.

I have most of my Brave New World sights on film. Join us on our next expedition so you'll have some of your own. There are no limitations in the great ocean awaiting you. Call or write us: La Mer Diving Safari, (800) 348-3669 or (212) 599-0886, 823 United Nations Plaza, Suite 810, New York, NY 10017.

BRAVE NEW WORLD



WESTERN AUSTRALIA, FIJI, PAPUA NEW GUINEA

TEXT AND PHOTOGRAPHY BY AMOS NACHOUM

Last July I departed on a three month journey, experiencing Western Australia, Fiji and Papua New Guinea. I returned with first-hand knowledge of what I call the Brave New World.

From San Francisco, I headed west to Sydney, Australia. Until now Sydney has been La Mer's window to Australian diving, the springboard along the country's well-traveled east coast for adventures at the Great Barrier Reef and Coral Sea. But my best sources told me that Australia's superior offerings are on the continent's sparsely populated west coast, which is virtually unknown as a diving location. Filled with wanderlust and excitement, I joined the La Mer group and we set out for the isolated Rowley Shoals atolls.

Pristine diving spots are generally off the beaten path and Rowley Shoals is no exception. From Sydney, we flew five hours west with Qantas to cosmopolitan Perth. Along with me on this unprecedented expedition were a group of nine from the U.S., including Dr. Eugenie

Clark. Each of the divers on this trip was a former La Mer guest; some have been traveling with us for the past eight years. From Perth we boarded an Ansett Airlines plane and flew 1,600 miles north to Broome, a picturesque fishing village. There we boarded our private motor sailer, the 70 foot *Jodie Anne*, and with great expectations, cruised 170 miles west to the edge of the Australian continental shelf in the Indian Ocean. Once at the atoll, we began exploring its reefs—Clerke, Mermaid and Imperieuse.

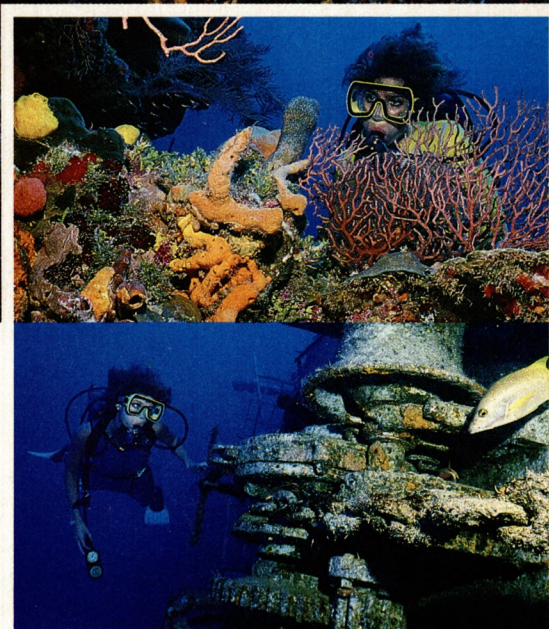
What first drew me to the Rowley Shoals were reports of tides rising to 30 feet and producing currents of six to eight knots. Some mornings during the spring tide the *Jodie Anne* positioned herself just outside of the atoll's single entrance. From there we jumped into the swift current, which would carry us for one mile into the safety of the lagoon. It was such a rollercoaster ride that we had to position ourselves with the current so it didn't whip us around. As I oriented myself, I



La Mer expeditions visit pristine diving spots in Rowley Shoals off the west coast of Australia, Great Astrolabe Reef off Fiji, and off New Guinea. Top: A swirling school of barracuda. Above: A diver over whip coral.

The Bahamas.

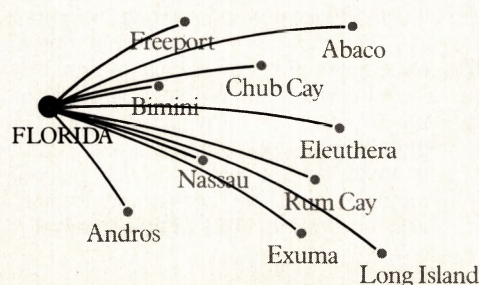
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COCO VIEW

chaeological survey at Port Royal, Roatan. He was investigating, among others, a shipwreck that was suspected to be pre-Columbian. (Columbus has traditionally been credited as the first European to reach these islands—in 1502.) With this experience, and the fact he "has always been a student of marine biology and oceanography," he has earned the nickname of "Doc." An endless source of information on marine life, decompression physiology, local weather, island history and dive sites, Doc gives the most complete preparatory dive briefings I've witnessed in the Caribbean.

CoCo View is one-third resort, one-third diving and one-third atmosphere. It all adds up to a warm, unpretentious, straightforward approach to divers and desired support services. It is, without question, a resort run by divers for divers and a place where you feel like you're visiting old friends shortly after arrival. Since its opening in 1982, nearly 2,000 divers have stayed here and not one single day of diving has been missed.

The social center of the resort is the main building, which houses the office, gift shop, restaurant, kitchen, bar, briefing room, recreational area and library. The one-story building is screened and open to the trade winds, with an excellent view of the surrounding sea. Further ventilation is provided by overhead fans.

All dive packages include three meals a day. The food is a pleasant combination of "down home" and island cuisine. The quality and quantity are excellent and the desert specialties accent the flavor. Self-serve iced tea is always available and coffee is served after meals. The CoCo View bar has the reputation for enhancing sunsets at happy hour and amplifying fish stories after dinner.

The two, two-story guest houses have 16 rooms that are clean and comfortable with private baths and hot showers. Electricity is 120 volt, simplifying strobe and light recharging.

The main dive boat, *Miss Pat*, is a nonsense, 37 foot Egg Harbor with twin diesels, platform, ladders and removable tank racks. There is plenty of storage for 32 divers, the maximum number the resort can host. *Miss Pat's* 22 knot speed allows her to reach any of the more than 30 dive sites within 5-20 minutes. There are oxygen, first aid and medical supplies on board. (Radawski is the island coordinator for a diver rescue program.) There are 130 tanks available and the majority are aluminum 80s kept filled by a big Bauer K-14 and a 15 cfm backup. There is a large wet storage area in the shop. On the dock, oversized washbins and

(Continued on Page 102)

SDM travel

SECTION

The CoCo View Resort on Roatan in the Bay Islands of Honduras is a perfect example of the new search for the old Caribbean—the one still undeveloped and relatively undiscovered—shrouded for the present by comparative isolation and lack of commercial attention. And, in addition to world class diving, Roatan and the sister Bay Islands are incredibly beautiful, with cool green foliage, graceful palms, secluded beaches and warm, crystal clear lagoons.

There will be several minutes when the scenery looks positively primitive, even pre-historic; a land of imagined leather-winged birds and thick-bodied reptiles. Suddenly, it will dawn on you that you will be without benefit (or nuisance) of telephone, TV, frantic freeways, crowds of tourists or shopping centers. This is a place to charge your own personal batteries and dive to your heart's content—a place where "the only limits on your diving are the dive tables and your own endurance."

That and other memorable gems of CoCo View psychology come from conversations with owner-managers Bill and Evelyn Evans and diving director Jim (Doc) Radawski.

Bill Evans is a pleasant, bearded gentleman who has lived a life of adventure. He is a pilot who has logged 8,500 commercial hours, 6,500 island-hopping the Caribbean in DC-3s. Five years ago, Bill and his wife Evelyn cruised by Roatan in their sailboat; eight months later, they moved here permanently. A short time afterward, they purchased the shells of three main buildings and the sandy cay that was destined to become the CoCo View Resort. Today, Bill's role is to continue to be the glue between imagination and reality, providing leadership to the entire crew. He is part "humble Harry" and part hard-char-

COCO VIEW Scuba Retreat

TEXT AND PHOTOGRAPHY
BY RICK FREHSEE



Top left: *Miss Pat* (background) and *Reef Runner* in front of CoCo View Resort. Top right: The *Prince Albert*. Above: Canoe in front of CoCo View at sunset.

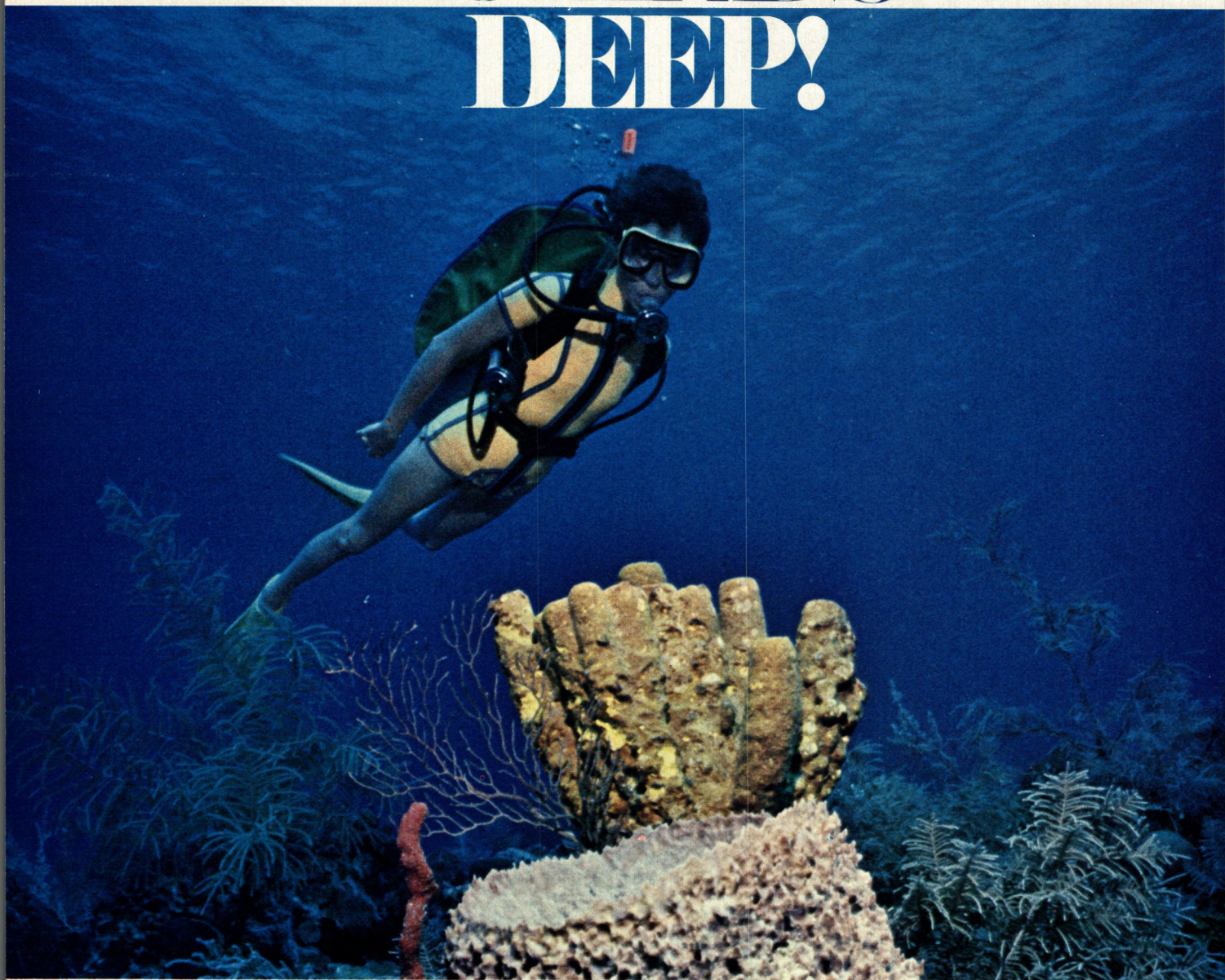
ger. He insists on giving the credit of a smooth running operation to every member of the CoCo View "family," but when asked how he thought he could run a resort in the wilderness without prior experience he whispered softly, "cause Bill Evans can do anything he sets his mind to."

Evelyn is not as outwardly confident but has more than held her own in the

enterprise. She is an active co-manager with the full-time responsibility of running the hotel, bar and restaurant—chores she accepts while offering constant smiles during long days.

The third principal figure at CoCo View is Jim Radawski, who has spent 15 years on Roatan. I met and briefly worked with Jim 12 years ago when he was the director of a marine ar-

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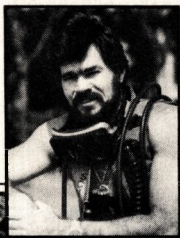
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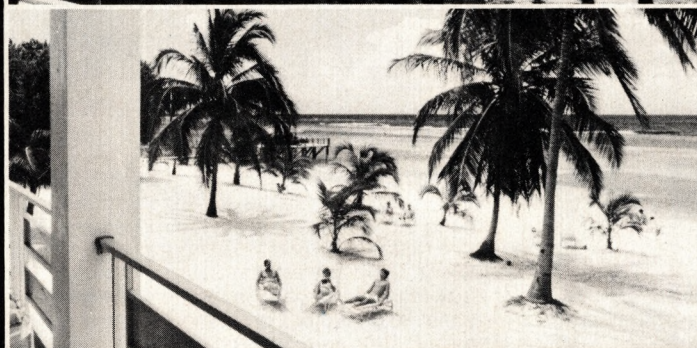
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CAYMAN ISLANDS

ten turn into tunnels. There are many iridescent, azure vase, brown tube and red finger sponges.

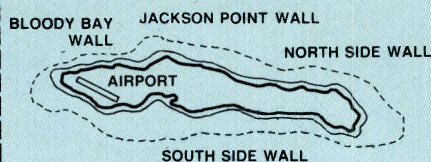
Brigg's Reef is 250 yards offshore a house owned by a man named Brigg. It is 20 feet to the top of the elkhorn coral reef and 40 feet to the bottom of the canyons. The reef has winding coral channels running seaward from shore.

Wind Sock is an excellent spot for elkhorn coral formations, staghorn beds and tall pillar corals. Diving depths range from 25 to 50 feet. There are a lot of small reef fish at this location.

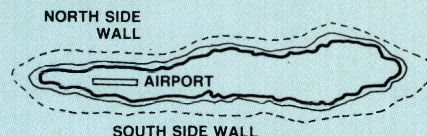
Off the north shore of Cayman Brac, **Duppy's Reef** is a popular beach dive, but it can be dived from a boat. Diving depths range from 25 to 40 feet.

Radar Reef can be dived from shore or by boat. Diving depths range from 30 to 60 feet. There are several types of angelfish living here. The **Prince Frederick** is off the south shore, about a 45 minute boat ride from the hotel. The wreck lies in 20 to 25 feet of water and is broken in sections. The scattered remains of this once great sailing ship lie hidden under an immense forest of elkhorn coral.

LITTLE CAYMAN AND CAYMAN BRAC AREA



LITTLE CAYMAN



CAYMAN BRAC

Walls are the major underwater attraction at Little Cayman and Cayman Brac.

DIVE SITES/LITTLE CAYMAN

Lying off the south shore of Little Cayman in about 50 feet of water is the totally intact shipwreck, the **Soto Trader**. It is a small island freighter that sits upright on the bottom.

Little Cayman Wall is on the north side of the island, two miles east of the western tip. The wall is less than one mile long and starts in 20 feet of water, dropping vertically to 700 feet or more. The fish appear to be extremely tame on this reef and include grouper, squirrelfish, parrotfish, jacks, chubs and barracudas.

One of the best known dive sites on Little Cayman is **Bloody Bay Wall**. This begins at a depth of 20 feet and drops vertically to 1,000 feet. The face of the wall is

absolutely sheer and actually undercuts in some places. Along the face of this drop-off divers will encounter an extraordinary variety of colorful sponges.

There is one section along Bloody Bay that is known as **Three Fathom Wall**. Here the lip of the drop-off rises to within 18 feet of the surface. There is a fairly well defined crevice that cuts into the face of the wall at this lovely sea garden of coral fans, sponges and other beautiful marine life.

Another excellent wall dive site at Little Cayman is a spot known as **Jackson Point**. This drop-off is entirely different and features great coral canyons, high coral heads and many caves. The site is loaded with reef fish.

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CAYMAN ISLANDS

the finishing touches on his new 65 foot live-aboard dive boat, the *Little Cayman Diver*. This vessel will be based at Cayman Brac and will visit selected dive sites on both Little Cayman and the Brac.

Little Cayman has two small diving facilities that can accommodate a limited number of divers. Sam McCoy's Diving Lodge is on the western tip of the island and consists of seven rooms that can accommodate a maximum of 14 divers. The atmosphere is casual and the service, cordial.

The Southern Cross Club is a slightly larger beach facility with a total of 10 rooms that can accommodate up to 20 divers. Basically a fishing camp, this lodge also hosts a number of visiting divers. The lodges on Little Cayman limit most of their excursions to selected sites around the island, since Little Cayman is reputed to have some of the best walls in the Caribbean.

DIVE SITES/CAYMAN BRAC

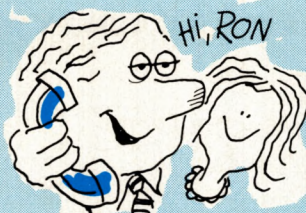
Off the south shore and one mile east of the Tiara Beach Hotel is a shallow dive known as **Condo**. This reef has unusually large elkhorn coral. In some places it rises from the 40 foot bottom to within 10 feet of the surface. The coral is fairly thick, thus there is a maze of tunnels and passageways beneath the branches.

Anchor Site is an exciting wall dive that begins at 65 feet. The main feature of this site is a giant iron anchor caught in a crevice 95 feet back from the face of the wall. The anchor is nine feet tall and seven feet across the flukes and is estimated to be 100 yards old. This is considered to be one of the most remarkable dive sites at Cayman Brac.

The Hobbit is an enchanting drop-off featuring a number of bizarre looking sponges. There is a giant double basket sponge that sits on the edge of the drop-off at 70 feet. It is at least six feet tall and over eight feet wide. The drop-off itself is a series of massive coral ravines that of-

LITTLE CAYMAN

LOCATION	- 79 miles NE of Grand Cayman, one mile west of Cayman Brac
LENGTH	- Nine miles
WIDTH	- One mile
ELEVATION	- 40 feet/flat limestone island
ROADS	- Graded coral
POPULATION	- 27 permanent residents
CAPITAL	- Blossom Village
AIRPORT	- 3,300 ft., grass, no control tower
AIR SERVICE	- Twice weekly from Cayman Brac charters from G. Cayman anytime
LODGING	- Four hotels, 31 rooms
SHOPPING	- None



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CAYMAN ISLANDS

opened these two islands to future development. Two really excellent hotels on the Brac have added greatly to this area's attractiveness. It would appear that Cayman Brac and Little Cayman are about to be discovered by divers, as they stand perched on the threshold of tourism development.

HOTELS

Cayman Brac presently has three hotels, two of which are new or completely renovated. The Tiara Beach Resort was recently purchased by the Divi Hotel Corporation and completely renovated. It is now regarded as one of the best little dive resorts in the Cayman Islands. Peter Hughes has just finished the design and construction of a completely new dive facility on the hotel grounds and has named it Dive Tiara. The facility includes a new dive shop, a large boat pier and two new boats.

The Brac Reef Beach Resort is a relatively new facility with 40 rooms. This two story hotel features a freshwater pool, air-conditioned facilities, beach bar and tennis. It is close to the Brac marina, with convenient loading for the boats. The Brac Reef Hotel is serviced by Winston McDermott's dive operation, Brac Aquatics. This operation has been in business for many years and consists of two dive boats and a staff of experienced Brac divemasters. McDermott is also putting



Island Fever is utilized by Peter Hughes' Dive Tiara, at the Tiara Beach Hotel.

CAYMAN BRAC

LOCATION	- 86 miles NE of Grand Cayman, one mile east of Little Cayman
LENGTH	- 10 miles
WIDTH	- One mile
ELEVATION	- 140 feet, bluff at east end
ROADS	- Paved
POPULATION	- 1,700
CAPITAL	- Stake Bay
AIRPORT	- Paved, recently extended
AIR SERVICE	- Daily from Grand Cayman, twice weekly from Miami, charters anytime
LODGING	- Three hotels, 112 rooms
SHOPPING	- Local island crafts



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Pink basket sponge



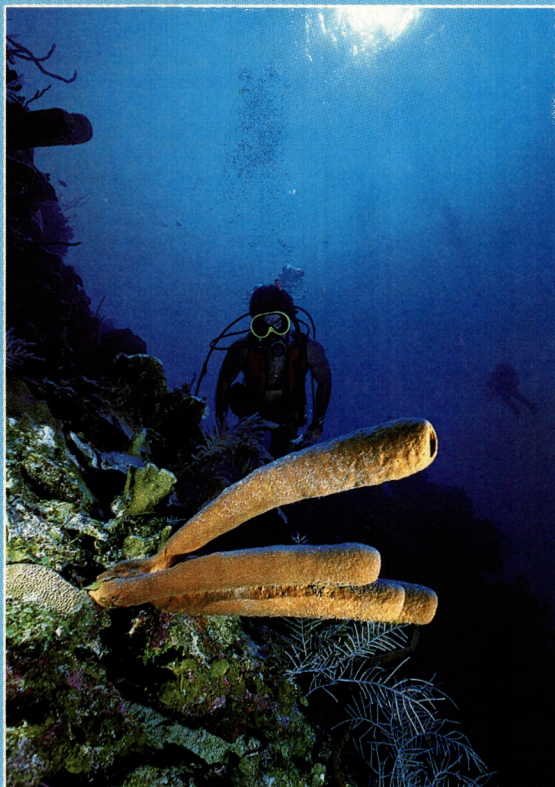
Tiara Beach pier



Aerial view of Cayman Brac



Brac Aquatics' boat



The sponges of Cemetery Wall are varied and colorful.



CAYMAN ISLANDS

One of the more popular dives of the East End is **Tunnel of Love**. It is west of the Cayman Diving Lodge. This reef features a long tunnel that runs from the top of the reef to the outer face of the wall. The tunnel starts at 60 feet and slopes downward to 125 feet where it exits on the vertical face of the drop-off.

River of Sand is another drop-off, near the Tunnel of Love. The top of the reef is at 45 feet, where a giant sand chute slants downward on a 45 degree angle and narrows into a funnel-shaped canyon only 10 feet wide at the 100 foot level. At this point it spills over a lip and out onto the vertical face of a drop-off.

The Maze is just east of the Cayman Diving Lodge and takes only five minutes to reach by boat. This site was named for its intricate series of intertwining coral canyons, which are very narrow and fairly deep. Some canyons are 60 to 80 feet tall with vertical walls lined with black coral, sponges and gorgonians. Large animals are usually sighted here including turtles, sharks, stingrays and groupers.

Lying directly off the Tortuga Club, **Cinderella's Castle** features many tunnels and ravines in which to wander. Great stands of elkhorn coral formations provide underwater photographers with great angles. This area ranges in depth from 25 to 60 feet.

CAYMAN BRAC/LITTLE CAYMAN

The Sister Islands of Cayman Brac and Little Cayman lie 70 to 80 miles northeast of Grand Cayman. They are part of the same geologic formation, just a couple of mountain peaks away. The two are almost twins, very similar in size and shape.

Cayman Brac is sort of a string-bean shaped island 12 miles long and one mile wide. The west end of the island is flat and almost at sea level, while the east end rises to a 100 foot high limestone bluff, which falls away into the ocean. The resident population of Cayman Brac is approximately 1,800 people. The pace is really laid-back and the island folks are especially friendly.

Little Cayman is even smaller, measuring nine miles long and one mile wide. It is completely flat, with several areas occupied by salt ponds and mangroves. The island is a perfect sanctuary for birds and other fragile forms of wildlife. This outpost in the Caribbean has a resident population of only 30 people.

Until recently, things were pretty slow on Cayman Brac and Little Cayman, but all this has changed. The advent of an extended jet runway on Cayman Brac has

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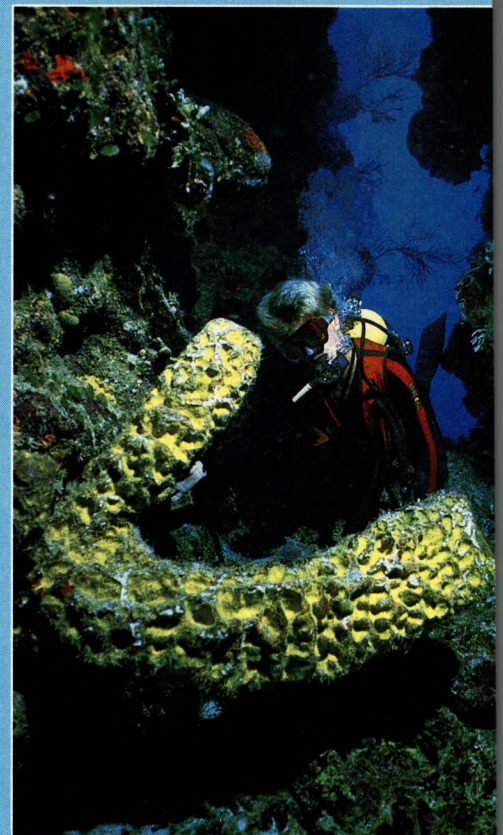


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EAST END AREA



Below: A living grass sign welcomes Cayman visitors. East End diving includes pillar coral (left), huge vase sponges like those at Lost Wally, and superior support services such as the Cayman Diving Lodge's boats and dock.



gins in 65 to 70 feet of water. There is a series of high coral cliffs and deep water coral ravines with sandy canyon floors. The tops of the high coral cliffs are covered with staghorn coral beds.

Tarpon Alley is an exciting site where a school of more than 100 giant tarpon reside in a narrow coral canyon at the top of the wall. Divers can swim through the canyon, almost touching the tarpon as they weave back and forth.

Valley of the Rays is a large flat sandy area adjacent to Tarpon Alley where dozens of giant stingrays rest on the sand bottom. Divers who move slowly and carefully can usually get within a few feet of the rays without disturbing them.

Grand Canyon is a breathtaking coral wall that almost defies description. Two giant coral ramparts jut outward from the vertical wall with a gaping chasm of clear blue water in between. It is about 150 feet from one rampart to the other and the rim of the wall curves sharply inward, forming a U-shaped indentation. The site was named for this configuration. The tops of the two coral buttresses are at 70 feet and their sides form vertical walls that plunge straight down. This dive site is loaded with the biggest black coral trees on Grand Cayman.

No Name Wall is straight out from Rum Point Channel, at the eastern end of North Sound. The top of the drop-off begins in 55 feet of water with a sharply sloping wall. The upper edge is uniquely marked by a series of four parallel coral ravines. One of the main attractions of No Name is an unusually large crimson red sponge growing from the vertical face of the drop-off.

Doughnut Hole is an appropriately named coral formation that sits in the sand at 45 feet just off Cayman Kai Resort. This spot makes an interesting shallow reef dive after a wall excursion.

Neptune's Gallery is a really fascinating wall dive east of Cayman Kai. This site starts as a chimney in the top of the reef that leads to a very narrow and deep coral crevice, which eventually spills out onto the wall at 120 feet.

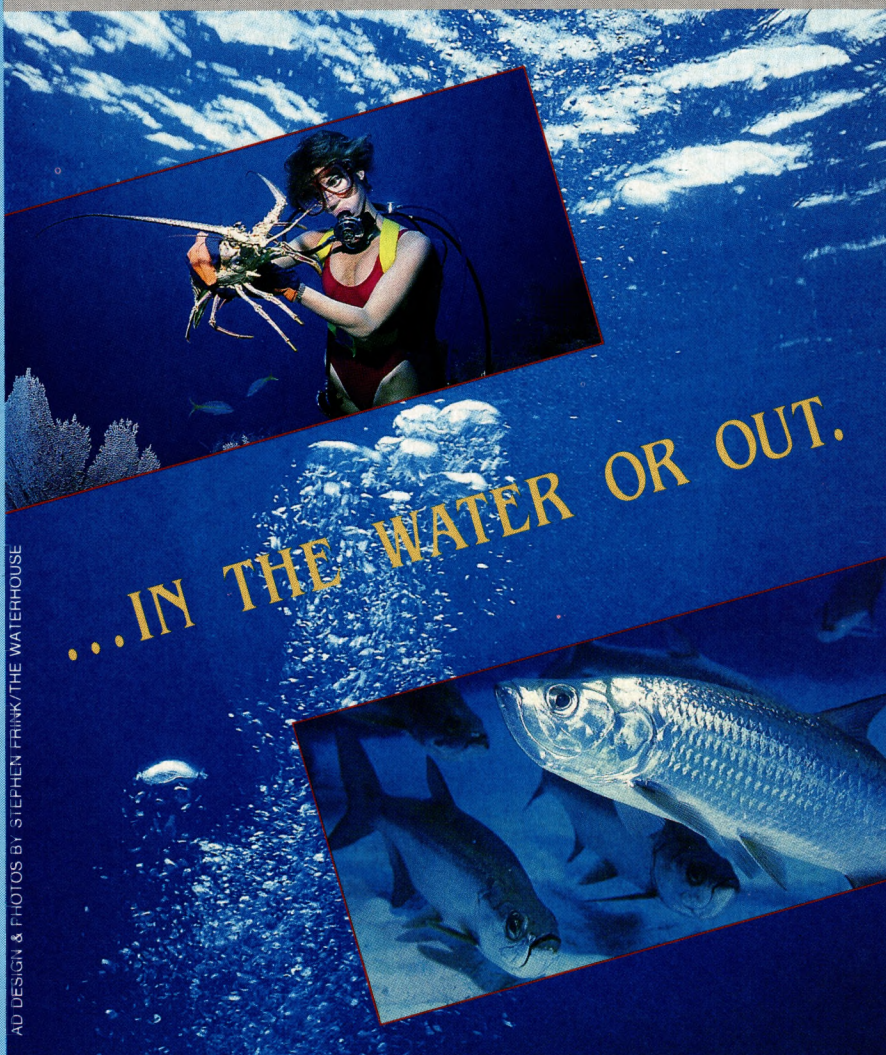
EAST END AREA

Iron Shore Gardens is a spectacular forest of elkhorn coral in 50 feet of water a short distance east of the Cayman Diving Lodge.

Lost Wall is an impressive wall dive in 70 feet that features an absolutely giant green and yellow tube sponge. The face of this wall is painted with red encrusting sponges and a myriad of other colorful formations.

Three Sisters is a favorite dive at East End. The Three Sisters are three pinnacles not more than 50 yards apart, right on the edge of the drop-off that begins in 50 to 60 feet of water. They are about 70 feet in diameter and almost 90 feet tall. The pinnacles have bright red sponges growing on their sides.

GRAND CAYMAN, B. W. I. IN A CLASS BY ITSELF



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CAYMAN ISLANDS

tunnels, crevices and overhangs, the real thrill of this dive is the arch. The interior is beautifully adorned with all types of colorful sponge formations. A row of black gorgonian fans lines the outer rim. Some of these are four feet tall. Visibility at Big Tunnel frequently exceeds 125 feet and sometimes reaches 175.

Probably the best known wall dive off Grand Cayman is **Trinity Caves**. This is comprised of four long narrow coral canyons starting in about 60 feet and sloping gradually downward to 100 feet where they spill out over the edge of the wall. At the entrance to most of the tunnels there

is a 60 foot deep sandy area where southern stingrays are often seen.

Trinity Caves is also popular because of the black coral that grows along the walls and floor of the passageways and on the outside face of the drop-offs. Also along the outside face are giant basket sponges and barrel sponges.

About one-half mile south of Trinity Caves is a dive site known as **Sand Chute**. It starts in 60 feet of water, where you discover a 300 foot wide river of sand that slopes gradually to the edge of the drop-off. The white sand slope looks like a snow ski run with mountains of coral formations bordering the sides. These formations are at least 100 feet long and rise almost vertically to 60 feet.

The most unique feature of Sand Chute is the monstrous barrel sponge that grows from the south wall at about 100 feet. This is one of the largest barrel

sponges in the Caribbean, measuring nine feet tall by six feet in diameter.

Spanish Anchor is a shallow dive, used as a second morning dive. The reef lies in 50 feet of water and was named for an old anchor (believed to be Spanish) embedded in the coral. There are a lot of tame fish on this reef, including several species of angelfish. Adjacent to Spanish Anchor is **Aquarium**, another shallow dive, about 45 to 50 feet deep. Here, the fish are so tame you almost have to push them away from your facemask. They have been well cared for by visiting divers and eagerly await gifts of food. Hand-outs are gratefully accepted by queen angels, gray angels, hogfish, butterflyfish and sergeant majors.

The **Oro Verde** lies in 50 feet of water, about one-quarter mile off the beach of Le Club Cayman. Deliberately sunk in 1980, this shipwreck is one of the most popular dives in Cayman. The 184 foot ship lies on her starboard side, completely intact, and has become a refuge for all types of marine life. Schools of yellowtail snapper and sergeant majors swarm around divers. French angelfish approach without fear.

Royal Palms Ledge lies off the Royal Palms Hotel in 35 to 55 feet of water. The top has tightly clustered coral heads providing protection for small fish. The underside of the ledge curves sharply back, going down to a sandy channel at 55 feet. The dive is best known for the abundance of tiny invertebrates that cling to the walls of the ledge.

Hepp's Pipeline is off the northwest shore, directly out from the Turtle Farm. The reef has a strangely shaped undercut coral ledge 30 to 65 feet down. The ledge runs parallel to the shore for hundreds of yards and contains many fascinating sponges. There is one huge formation that is called Neptune's Chair because it is shaped like a chair and is large enough for a scuba diver to sit in. It faces the sea and looks as though it might have been King Neptune's throne!

Spanish Cove Reef is about 100 yards from Spanish Cove and is often dived from shore by the guests staying at the resort. The top of the reef is at 25 feet and there is a small drop-off that goes down to 55 feet. It is a small vertical wall sometimes called Little Drop-off. This dive is popular because of the many small invertebrates that live there. It is considered one of the best macro dives on the island.

NORTH WALL AREA

Grouper Point is directly off Conch Point, just east of the Spanish Cove resort. The top of the drop-off begins at 65 feet. This is a very pretty wall dive with many large black gorgonian fans, sponges and corals of all types. There are Nassau groupers that hang out in the crevices and under ledges in this area.

Josh's Canyon is a drop-off that be-

GRAND CAYMAN DINING GUIDE

Restaurant	Phone	Type of Food	Location	Hours	Days Closed	Credit Cards
Almond Tree	9-2893	Local	N. Church St.	6:30 pm - 10:00 pm	None	AE, MC, V*
Bistro	7-4605	Local	Cayman Falls	6:00 pm - 11:30 pm	None	AE, MC, V
Burger King	9-6377	Take Out	N. Church St.	7:00 am - 12:00 am	None	None
Caribbean Club	7-4099	Seafood	West Bay Rd.	7:00 pm - 9:30 pm	None	AE, MC, V
Cayman Arms	9-2661	Continental	George Town	6:00 pm - 10:00 pm	None	None
Cayman Kai Restaurant	7-9556	West Indian	North Side	8:00 am - 10:00 pm	None	AE, MC, V
Chez Jacques	7-4444	Continental	Holiday Inn	6:30 pm - 10:00 pm	Mon./Thur.	AE, D, MC, V
Coconut Place Deli	7-4442	Take Out	West Bay Rd.	9:00 am - 6:00 pm	Sunday	None
Cracked Conch	9-5717	Seafood	Selkirk Plaza	6:00 pm - 10:00 pm	Sunday	MC, V
Crow's Nest	9-6216	Seafood	S. Church St.	6:00 pm - 10:00 pm	None	MC, V
DJ's Cafe	7-4234	American	Coconut Place	6:30 pm - 10:00 pm	None	AE, MC, V
Dominique's	9-5747	American	George Town	5:30 pm - 10:30 pm	None	AE
Edoardo's Trattoria	7-4408	Italian	Coconut Place	6:00 pm - 10:00 pm	None	AE, D, MC, V
Grand Old House	9-2020	West Indian	S. Church St.	6:00 pm - 10:30 pm	None	AE
Guido's Pizzeria	7-4600	Italian	West Bay Rd.	5:00 pm - 10:00 pm	Thursday	None
Kentucky Chicken	9-2834	Take Out	George Town	11:00 am - 10:00 pm	None	None
L'escargot	9-7255	French	West Bay Rd.	6:00 pm - 10:30 pm	Sunday	AE, MC, V
Le Diplomat	7-4655	Continental	Grand Pavilion	6:00 pm - 9:30 pm	None	AE, MC, V
Lobster Pot	9-2736	Local	George Town	6:30 pm - 9:30 pm	Sunday	None
Lord Nelson Pub	7-4595	British	West Bay Rd.	5:00 pm - 1:00 am	None	None
Pagoda Restaurant	9-5475	Chinese	West Bay Rd.	6:00 pm - 10:00 pm	Monday	AE, D, MC, V
Periwinkle Restaurant	9-2927	Italian	West Bay Rd.	6:00 pm - 10:00 pm	None	MC, V
Ports of Call	9-2231	Local	West Bay Rd.	6:00 pm - 10:00 pm	None	AE, MC, V
Red Rooster Int'l.	9-8024	Take Out	N. Church St.	11:00 am - 11:00 pm	None	None
Ristorante Pappagallo	9-1119	Italian	West Bay Rd.	6:30 pm - 11:30 pm	Monday	AE, MC, V
Royal Palms	9-2636	Local	West Bay Rd.	6:30 pm - 9:00 pm	None	AE, MC, V
Santiago's	7-4621	Mexican	West Bay Rd.	6:00 pm - 10:00 pm	Sunday	AE, MC, V
Spanish Cove	9-3765	Continental	West Bay Rd.	6:30 pm - 9:00 pm	None	AE, MC, V
Sunset House	9-5966	Local	S. Church St.	7:30 pm - 8:30 pm	None	AE, D, MC, V
Veranda Room	7-4444	American	Holiday Inn	5:00 pm - 10:00 pm	None	AE, D, MC, V

*AE=American Express, MC=MasterCard, V=Visa, D=Diners Club

CAYMAN ISLANDS

If you think all wall dives are pretty much the same, you are mistaken. On Cayman the drop-off provides an infinite number of profile variations. There are vertical walls, sloping walls, undercut walls, great coral canyons, massive pinnacles, long coral tunnels, vertical chimneys and huge caverns. Each site has its own personality and even the marine growth is different.

Most drop-offs are considered deep dives, with the upper edge of the wall beginning anywhere from 55 to 85 feet. There are even some that begin deeper but are limited to expert divers only.

In addition to the drop-offs, Grand Cayman offers an excellent variety of medium and shallow depth reef diving. These spots are closer to shore, with slightly less visibility, but often much more fish life. In fact, most of the fish feeding stations are on the shallow and medium depth reefs because this allows divers increased bottom time.

Grand Cayman also has several good shipwrecks that are really fun to dive. The sunken hulks lie in shallow to medium depths and are loaded with fish and macro creatures. They are excellent sites for underwater photography and many commercial movies have been shot here.

Another aspect of Grand Cayman diving is the shore diving, available at least one dozen locations. Shore diving has grown in popularity and is encouraged by a number of hotels and scuba schools.

The diving around Grand Cayman can be basically divided into four separate geographic areas. Each of these is adjacent to a certain group of hotels and dive operators that can provide convenient and quick accessibility.

Beginning with the George Town area and moving counterclockwise around the island, the four geographic diving areas are as follows: 1) George Town; 2) Seven Mile Beach/West Bay; 3) North Wall; and 4) East End. The following is a brief synopsis of the underwater attractions that can be found in each of these.

GEORGE TOWN AREA

Soto's Reef is on the north side of George Town Harbour, directly offshore the Lobster Pot and Bob Soto's Diving Headquarters. This is a very shallow dive, 25 to 35 feet deep, with coral heads as shallow as six feet below the surface. It is a perfect dive for snorkelers. For scuba divers this reef offers many tunnels and coral chambers to explore. The caves often contain small schools of baitfish. A late afternoon dive has a cathedral-like atmosphere as the sunlight streams

through small openings in the high, vaulted coral chambers.

The remains of the 375 foot **Balboa** are scattered over several acres of George Town Harbour ocean bottom. Only 200 yards off the town pier, this site has played host to hundreds of thousands of divers over the past years. Sunk during a hurricane in 1932, this wreck has a good deal of marine life growing on it. This has attracted great numbers of fish. Depths range from 25 to 35 feet. The **Balboa** is a delight for beginning divers, wreck divers and photographers. Its convenient location, shallow depth and abundance of creatures make it an extremely popular night dive.

Eden Rock is on the south side of George Town Harbour, directly out from the Eden Rock Diving Center. This site is only 140 feet from shore and is easily accessible for the snorkeler or diver. Eden Rock is a labyrinth of caves and tunnels ranging in depth from 15 to 35 feet. It is also an excellent night dive.

Devil's Grotto is just south of Eden Rock and separated from it by a sand gully. This reef is similar to Eden Rock but features a very long tunnel that opens into a large grotto.

Sunset Reef is in front of the Sunset House Resort and accessible from shore. This shallow site is dived in the afternoon by those staying at the resort. It is good for macro photography and small fish.

Waldo's Reef is directly off South Cove. The depth here ranges from 30 to 50 feet and the area is loaded with coral formations, fans and sponges. This reef is best known for the resident six foot green moray eel, Waldo. Other tame fish include a giant jewfish, a very large barracuda and several of Waldo's relatives.

Just south of South Cove is a rather interesting site named **Armchair**. In 60 to 70 feet of water there is a giant, odd shaped sponge contoured like a big overstuffed armchair, hence the name.

Eagle Ray Rock is a very beautiful

wall dive on the corner of the southwest point on the western side. This location got its name because there were so many sightings of eagle rays.

Pinnacle Rock is a very unique spot, composed of a giant canyon and a sand chute that spills over the edge of the wall at 120 feet. Rising straight up from the center of the sand chute mouth is an immense coral pinnacle, 40 feet in diameter and more than 90 feet tall. It is completely covered with gorgonian fans, sponges and hard corals of every kind.

Archway is a favorite shallow coral dive that consists of an interesting coral overhang in 45 feet of water. This spot is around the corner from George Town, on the south side of the island directly off the wreck of the **Palace**.

Palace Wall is an impressive vertical wall lying further offshore from Archway. This drop-off begins at 80 feet and is well known for its gorgonian fans and pinnacle formations.

WEST BAY/SEVEN MILE BEACH

The north end of Seven Mile Beach is very popular and almost all of the dive operators run daily trips to this area. One of the favorites is **Orange Canyon**, so named because of its brilliant array of colorful orange elephant ear sponges. The best diving here is at 75 to 90 feet. A giant coral head sits on the edge of the wall with two ravines forming canyons on either side and trailing all the way back to 60 feet of sand. Along both these ravines are many different sized orange sponges, engulfed in gorgonians and deepsea fans.

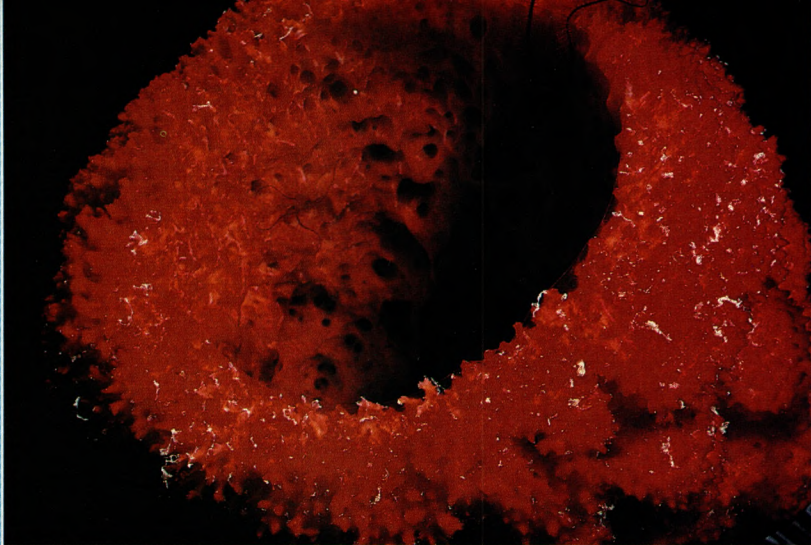
Sentinel Rock is a unique pinnacle, jutting out into blue space at the top of the wall in 90 feet of water. It is an extremely photogenic drop-off with lovely tube sponges and giant gorgonian fans.

Big Tunnel is an extremely impressive drop-off with a giant coral archway, the top of which is at 105 feet, the bottom at 120 feet. While there are many smaller

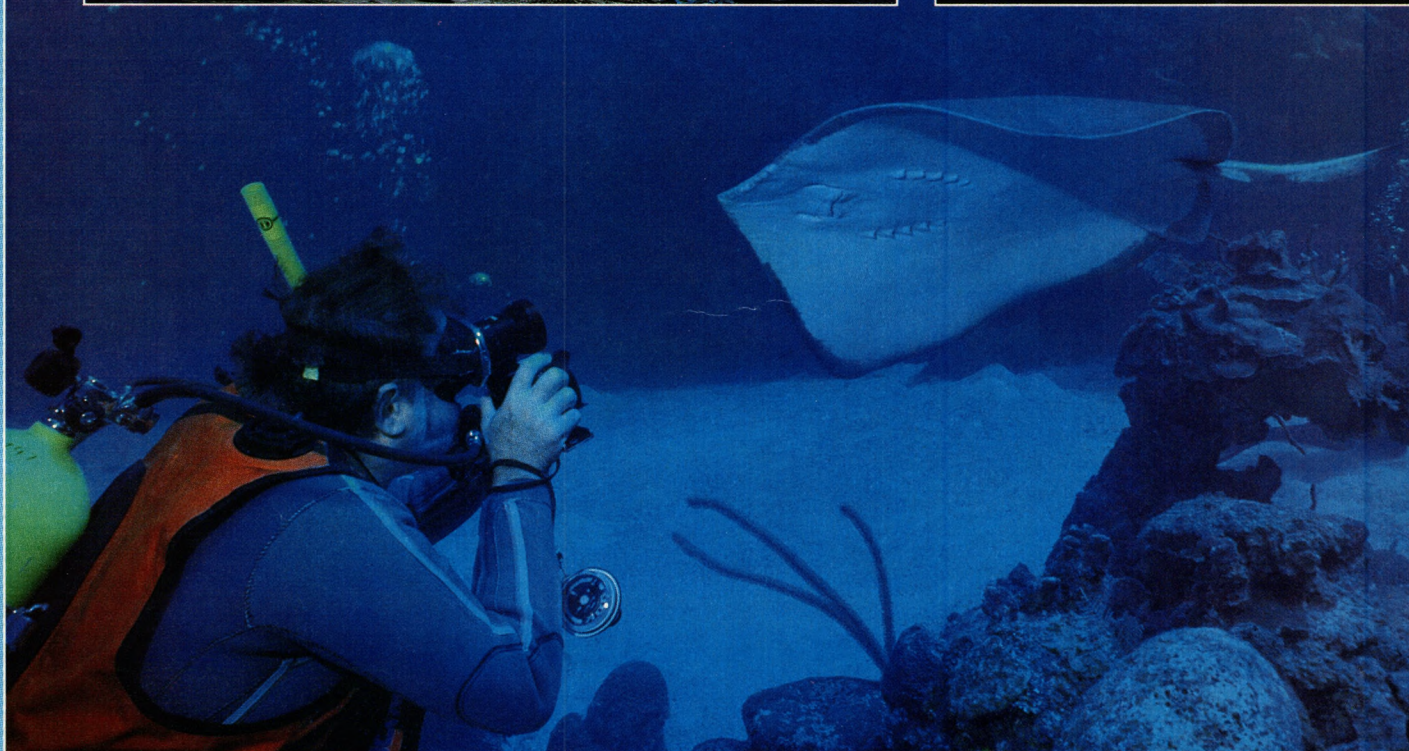
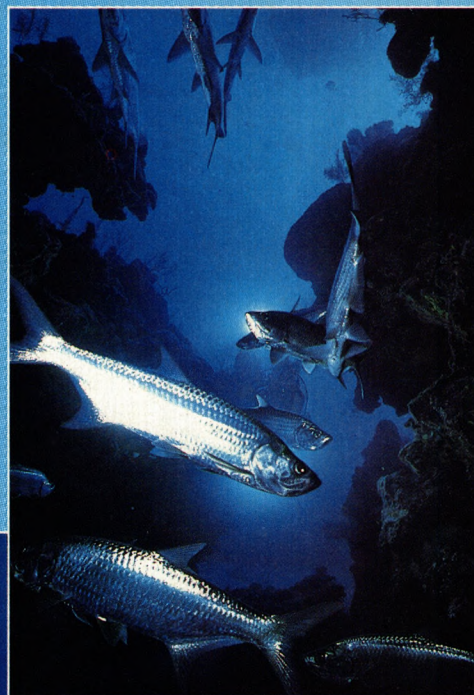
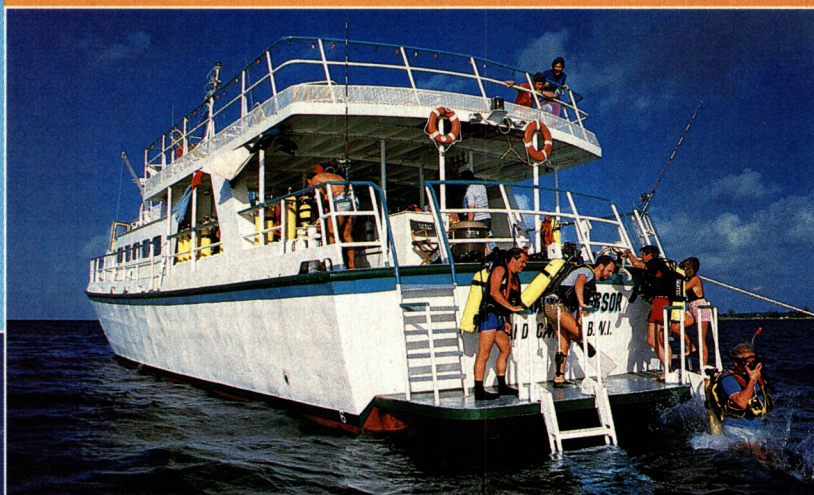
Don Foster's newly designed boats have special emphasis on boarding ladders.



NORTH WALL AREA



The live-aboard *Cayman Aggressor* (below) allows divers to maximize dive time. Dive action in the North Wall area includes colorful vase sponges at No Name Wall (above), huge tube sponges at North Wall (top right), flashy tarpon at Tarpon Alley (right) and large rays at Valley of the Rays.



from 40 to 60 feet. Divers may find the *Atlantis* to be a great way for introducing their non-diving friends and family members to the marvels of the undersea world.

DIVE OPERATORS

The dive operators of the Cayman Islands (including Little Cayman and the Brac) are regarded as the most progressive and safety conscious group in the Caribbean. They have continuously reinvested their profits into better boats, upgraded equipment and improved services. Because of the large volume of divers who pass through Cayman, these dive operators have learned to be highly efficient, very courteous and extremely skilled in conducting dives.

The majority of Cayman's dive operators have formed an organization known as the Cayman Islands Watersports Operators Association. This association is dedicated to safety, education and conservation of the marine environment. It has done a marvelous job of upgrading safety standards and training divemasters. Each dive boat carries a full complement of emergency and safety equipment, including: oxygen supply, first aid kit, tilt board, VHF radio, dive tables, float line, dive flag and at least one flotation device for each person on board. Boats involved in night diving carry surface marker lights as well as underwater strobe flashers.

Cayman divemasters are required to have training and certification as divemasters, assistant instructors or instructors. They also receive training in first aid, rescue and CPR.

In addition to the great strides made in diving safety, the Watersports Association has spearheaded an effort for the development of marine parks. They have volunteered their services and contributed money for the establishment of a series of anchor moorings at popular dive sites, in an effort to prevent anchor damage to coral.

DIVE SITES

Grand Cayman offers the greatest selection of catalogued dive sites. Hundreds of different ones have been discovered, charted and photographed during this island's 25 year history of sport diving development. Names such as Trinity Caves and Orange Canyon are legendary among traveling divers.

Many of the best sites are directly off the Seven Mile Beach area, 5 to 15 minutes from shore. It is no accident that Grand Cayman's hotels and condos are concentrated in this area, for Seven Mile Beach offers the calmest waters and some of the best visibility. It is not uncommon for the ocean surface to be flat like a mill pond and for visibility underwater to range 100 feet or more. In many spots, the wall is less than one-quarter mile offshore.

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CAYMAN ISLANDS

it includes snorkeling and a seafood lunch. These trips generally depart at 9:00 am and return by 3:30 pm. One of the best known boat trips on Grand Cayman is operated by Capt. Crosby Ebanks and is known as Crosby's North Sound Fun Trip.

SUBMARINE RIDES

A new form of sightseeing has been added to the Grand Cayman activity list—submarine rides! Unlike the amusement park simulators, these subs are the real thing. Designed for serious scientific and commercial work, these durable steel machines can actually seal hatches, make dives to a variety of depths and maneuver among the coral reefs with the aid of electric motors. For the first time ever, non-diving visitors can make eyeball-to-polyp observations of Grand Cayman's reefs while remaining perfectly dry

at surface pressure.

Grand Cayman is the first island to offer such futuristic underwater sightseeing activities on a large scale. There are presently three submarines in service and possibly more to come. These have become big hits with both divers and non-divers alike. This trend may be the dawn of a whole new phase in underwater enjoyment.

The first company to hang out its submarine shingle was RSL—R&S Research Submersibles Limited. This small company offers a real high voltage experience, which is especially exciting for divers. Based at George Town Harbour (next to the Burger King), RSL operates two Perry Deep Submersibles, formerly used for oceanographic exploration. Each will carry up to two passengers, plus a pilot. These small submersibles are the size and equivalent of an underwater sports car, but don't go as fast. What they do best is go deep.

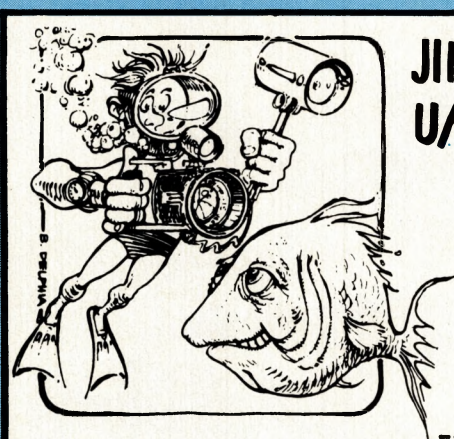
RSL is offering deep submersible dives to 800 feet, along the face of Grand Cayman's vertical drop-off. Divers finally have an opportunity to go over the wall and personally see what lies beyond the 100 foot limit for safe scuba. The sub follows the vertical contour of the wall to a depth of 550 feet, where the contour abruptly changes to a 45 degree slope. The sub continues down to a maximum of 800 feet, where passengers have an opportunity to observe the bizarre sights of many benthic creatures and corals.

RSL schedules four dives daily for each submersible and is often booked in advance. Each dive lasts approximately one hour. Guests receive a personalized explanation of the sub's functions throughout the dive, plus a highly informative narrative on the marine life viewed through the sub's 36 inch dome viewing port.

The newest addition to Grand Cayman's burgeoning submarine fleet is the giant 28 passenger *Atlantis*. Designed and built in Vancouver, Canada, this impressive submersible is the first of its kind in the world. It has been described by the inventor as a touring sub, constructed specifically for underwater sightseeing.

The *Atlantis* is 50 feet long, weighs 50 tons and features 14 side viewing ports that are 24 inches in diameter. Passengers sit side-by-side, with two people sharing a port. The interior of the sub is roomy, with six and one-half feet of headroom, complete air-conditioning and stereo music throughout. The vessel cost \$3 million to build and took two years to complete the project.

Also based at George Town Harbour, Atlantis Submarine Tours plans to operate 12 to 14 trips daily. They will schedule both day dives and night dives, providing Grand Cayman visitors with a new form of night time entertainment. While the sub is certified for dives up to 150 feet, most of the excursions will occur at depths



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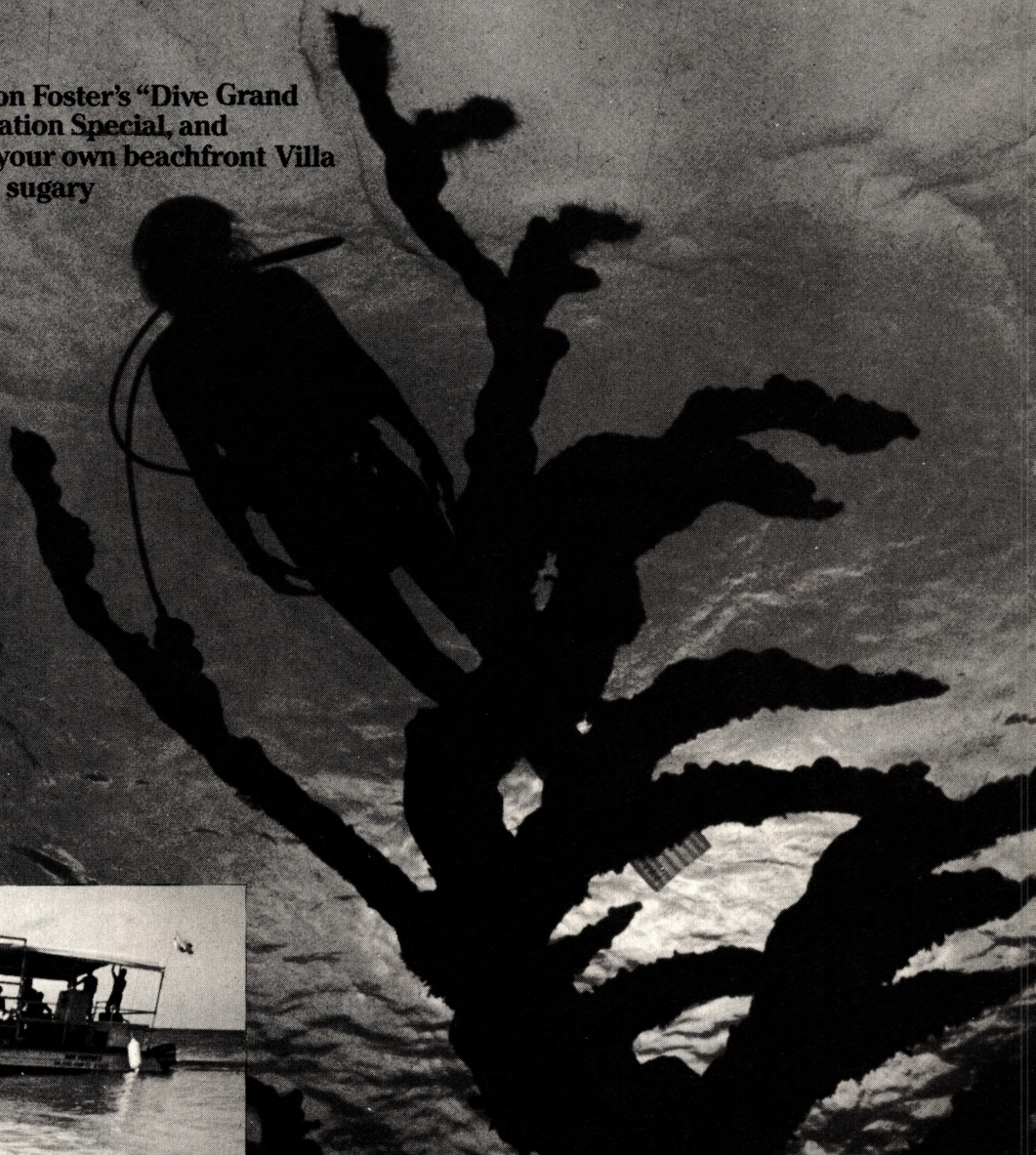


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manian homes, many of which still exist on the island.

If you want to see something really strange, try a visit to Hell, in West Bay. It is a unique limestone rock formation that appears almost volcanic in nature. The sharp blackened spikes of eroded limestone are supposed to resemble the charred remains of a hell fire. Adjacent to this weird rock pit is a brand new government building known as the Hell Post Office. It's a great place to mail your postcards to friends and family back home: All mail sent from here is postmarked "Hell, Grand Cayman."

Not far from Hell is the Cayman Turtle Farm. It is right at the water's edge, just beyond West Bay. The farm has a fascinating self-guided tour that helps you become familiar with the history of turtles, their lifecycle and the farming operation itself. After viewing the exhibit, visitors are given a tour of the turtle ponds in which 10,000 live turtles are bred, fed and grown. The largest pond contains some giant, 300 pound creatures that are very old. Other holding tanks contain turtles of varying sizes and types, including several new crossbred species. There is also a gift shop on the premises that offers a variety of turtle mementos.

Exploring Grand Cayman's outer districts can be equally rewarding. If you have an interest in pirate history, I suggest a visit to the underground Pirates' Caves just outside Bodden Town. These are a labyrinth of small caves and narrow tunnels near the ironshore coast. The islanders claim early pirates hid their loot in these.

Further east is Pedro's Castle, a fortress-style structure reputed to have been occupied by the infamous pirate Blackbeard. It is on the south coast of the island and affords a panoramic view of the Caribbean Sea to the east, south and west. It was a perfect lookout point for 18th century pirates. At the East End of the island there is an ironshore formation known as the Blow Hole. Ocean waves roll into the seaward end of this chimney-like formation causing a geyser of water and spray to shoot upward almost 50 feet. It is an awesome sight, especially during heavy wave action.

How do you get around the island to see all these sights? One of the best ways is to take a ride on the Tropicana Tour Bus. You will see their bright yellow sightseeing vehicles tooling around town every day. This Caymanian company features air-conditioned buses with large viewing windows and live narration by an experienced guide. They offer daily pick up services at all hotels and even some of the condominiums. Tropicana operates several different types of tours: a two hour, a four hour and an all day trip: Take your pick.

If you would like to try something special, you might consider a North Sound boat trip. This is much like a picnic at sea;

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CAYMAN ISLANDS

Ten Sails Lounge is stage performer and singer, George Nowak, better known as The Barefoot Man. He is an extremely prolific song writer who has produced 14 record albums over the past 15 years, many of which are his own compositions. More than two dozen of his songs have been written about divers. Tunes such as "Barracuda" and "That's A Moray" have made Barefoot the scuba diver's troubadour. What Don Ho is to Hawaii, Barefoot is to Cayman!

Other island hot spots include Tiffany's Disco (at the Cayman Falls) and the Islander Night Club (near the Cayman Islander Hotel).

If you don't feel like dressing up for the night club set you might try a visit to some of Grand Cayman's restaurants that feature live music and individual entertainers. At the Almond Tree, owner Lenny Loyd plays his guitar and sings pleasant folk-style music nightly.

SHOPPING

Grand Cayman's freeport shopping opportunities are quite unique. You will find many items here that are simply unobtainable in other parts of the Caribbean. For example, Grand Cayman artisans excel in the making of black coral jewelry. There are at least one dozen stores that offer a wide selection of handcrafted products. You can purchase anything from a simple coral pendant to a complete collection of silverware with individually carved black coral handles. Some of the more elaborate pieces of jewelry include black coral and rare gems in gold settings.

Other unique shopping opportunities include; Wedgewood china, handblown glass statues from Italy, beautifully cut crystal from all parts of Europe and delicate porcelain statues. There is also a good selection of expensive perfumes, fine liquors, cameras, watches and electronic equipment.

SIGHTSEEING

If you are searching for something to do after the morning dives, Grand Cayman will not disappoint you. This island is loaded with things to see, places to go and things to do. In fact, it is an ideal choice for the vacationing family with diverse interests. Non-divers will not be bored.

One interesting place to visit is the Conch Shell House, a private home built of 4,000 conch shells. One of the most photographed historical sights is the Old Pink House, in the West Bay area. This simple but pretty dwelling is more than 100 years old and still occupied. It is an excellent example of the old style Cay-

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DIVE SERVICES

GRAND CAYMAN

Atlantis Tours Ltd.	9-7162
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Cayman Islander	9-7695
Grand Pavilion	7-4666
Scuba Centre	9-6469
Cayman Aggressor	9-9551
Cayman Diving Lodge	7-7555
Cayman Kai Resort	7-9556
Clint Ebanks' Scuba	9-3873
Divers World	9-8128
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AIRLINES

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HOTELS AND CONDOS

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Ambassador's Inn	9-7577
Beach Club Resort	9-2023
Cayman Diving Lodge	7-7555
Cayman Islander Hotel	9-5528
Cayman Kai Resort	7-9491
Coral Caymanian	9-4054
Dolphin Point Condos	9-3830
Grand Pavilion Hotel	7-4666

Grapetree Condos	9-5640
Harbour Heights Condos	7-4295
Holiday Inn	7-4444
Hospitality World	9-6485
Le Club Cayman Hotel	7-4000
Lime Tree Bay	7-4045
London House Condos	7-4060
Pan Cayman House	7-4002
Paradise Manor	9-7955
Plantana Condominiums	7-4430
Plantation Village	9-4199
The Retreat	7-9535
Royal Palms Hotel	9-2636
Silver Sands Apts.	9-3343
Spanish Bay Villas	9-3272
Spanish Cove	9-3765
Sunset House	9-5966
Tamarind Bay	9-4593
Tarquynn Manor	7-4038
Tortuga Club	7-7551
Turtle Beach Villas	9-6347
Turtle Cove Villas	9-6344
Villas of the Galleon	7-4433

CAYMAN BRAC

Brac Reef Hotel	8-7323
Buccaneer's Inn	8-7257
Tiara Beach Hotel	8-7313

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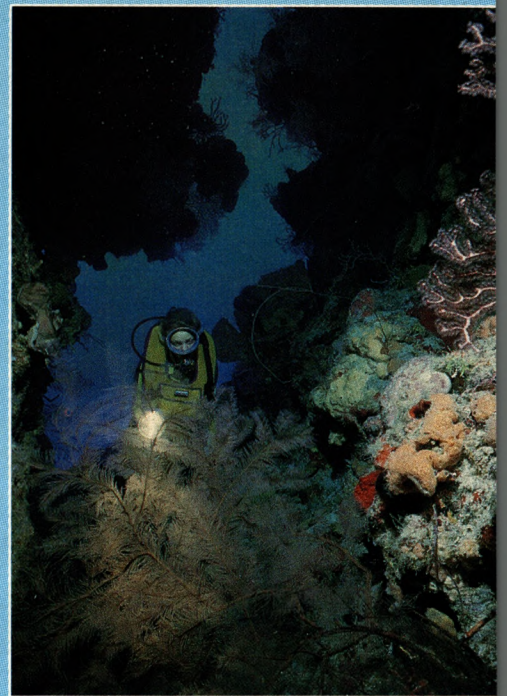
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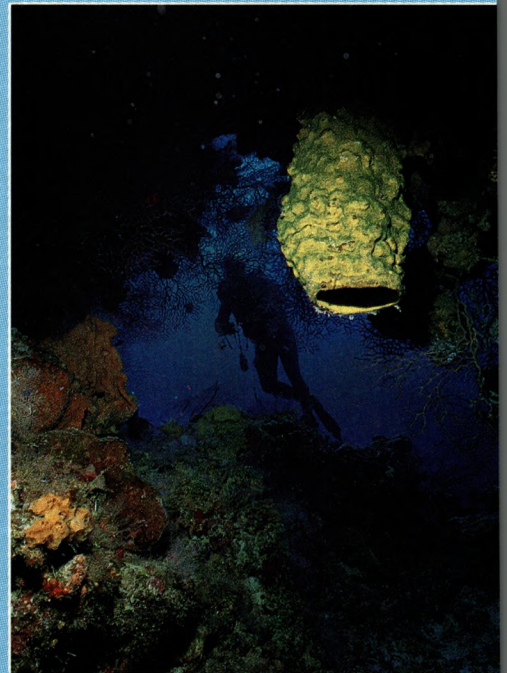
**WEST BAY/SEVEN
MILE BEACH AREA**



Oro Verde



Trinity Caves



Sentinel Rock



Water tricycle



Seven Mile Beach

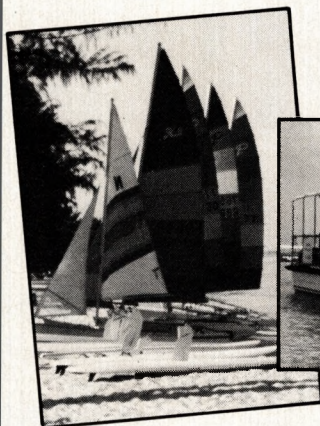


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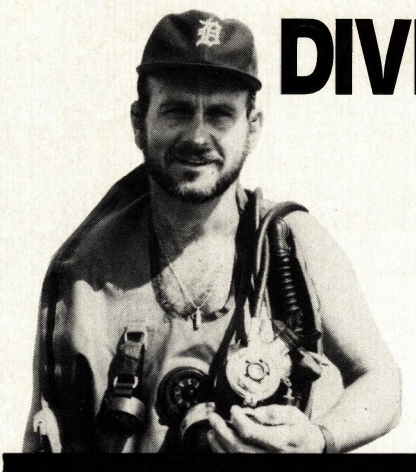
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CAYMAN ISLANDS

selection of restaurants. A quick look at the telephone directory will show listings for no less than 70 restaurants and fast food services—hard to believe for an island of only 18,000 residents!

Much of Grand Cayman's current restaurant boom is linked to the island's growing tourism. More than 130,000 visitors vacation on this island annually and even more drop in by cruise ship. We have listed 30 of the most popular dining locations as a result of personal visits and interviews with other divers. You are welcome to try any of the remaining 40 if you have the time!

Grand Cayman's magnificent collection of restaurants can be segregated into a number of categories. The more formal restaurants, offering gourmet style dining, include: Le Diplomat (at the Grand Pavilion), Chez Jacques (at the Holiday Inn), Caribbean Club, Grand Old House, L'escargot and Spanish Cove.

The mid-range restaurants, a little more casual, include: the Lobster Pot, Almond Tree, Sunset House, Dominique's, DJ's Cafe, the Veranda Room (at Holiday Inn), Cayman Arms and Royal Palms Restaurant.

There are a growing number of specialty restaurants that include: the Pagoda (Chinese), Crow's Nest (seafood), Guido's (pizza), Santiago's (Mexican), Periwinkle's (Italian) and Edoardos Trattoria (Italian).

Another category is the fast food restaurants, including: Burger King, McDonald's, Kentucky Fried Chicken, Red Rooster and Coconut Place Deli.

If you would like to finish off the evening meal with a special treat, we recommend a visit to the Haagen-Dazs Ice Cream Shop located at Coconut Place, next door to the Deli. They offer a scrumptious selection of ice cream sundaes, banana splits and rich ice creams in more than a dozen flavors.

EVENING ENTERTAINMENT

While Grand Cayman may be no match for New York's Broadway, there is lively evening entertainment. This little island offers a surprising variety of evening spots for music, dancing and live stage entertainment. It is one of the reasons Grand Cayman has become so popular among young couples and those seeking a social atmosphere.

The best known night club on the island is the Wreck of the Ten Sails Lounge, directly off the lobby of the Holiday Inn. The club holds about 200 people and serves drinks only. There is a live band playing every night of the week except Sundays.

The main attraction at the Wreck of the

fabulous Seven Mile Beach. They include: Holiday Inn, Royal Palms, Coral Caymanian, Le Club Cayman and Beach Club Resort. Not only are they right on the beach, but they are also centrally located to the island's best restaurants, nightclubs and shopping areas. Three of these hotels have dive shops on the premises and all five of them offer the convenience of having the boats pull right up on the beach to load guests.

The next category to consider is the waterside hotels, fronted by ironshore coral. This particular category is a favorite choice among serious divers. These hotels range in cost from economy to luxury. They include: Sunset House, South Cove and Spanish Cove. While none of these properties has an extensive sand beach, all of them have a living coral reef directly in front of the hotel. These in-shore reefs range from 20 to 50 feet in depth and are loaded with macro creatures and pet fish. All have diving services on the premises.

There are two off-beach hotels that are both worthy of consideration, the Cayman Islander and the Grand Pavilion. These are across the street from Seven Mile Beach. Both hotels offer cable television (via satellite dish) in the individual rooms, plus beach access. This is where the similarities end. The Grand Pavilion is a brand new 60 room executive class hotel that caters to business conventions,

seminar groups and corporate officers. The Cayman Islander is a budget class motel style facility that caters to groups, individuals and business people.

There are three hotels that do not fit any of the above categories. They can be best described as outbound hotels since they are at the East End and North Side of the island. Ron Kipp's Cayman Diving Lodge and the Tortuga Club are both at the East End and offer direct access to Grand Cayman's "Great Barrier Reef." Cayman Kai is on the North Side, right at the doorstep of the world renowned North Wall. All three hotels have diving services on the premises. These specialized resorts offer a maximum of privacy and superb diving.

CONDOS

Vacationing at a condo is an alternative choice to hotel accommodations and on Cayman it is a popular one. It is particularly desirable for large families or small groups. Condo units are available in one, two, three or four bedroom apartments. Some of these are lavishly furnished and afford a luxury-style vacation. Since most of the condo units are owned by people who visit the island once or twice a year, these accommodations are offered on a rental basis—by the day or week.

The difference between condos and hotels is that condos do not have such normal hotel services as restaurants,

cocktail lounges and watersports. Yet, condos are a popular choice among repeat visitors. Once you know your way around the island, it is easy to rent a car, shop for groceries and get to the dive facilities, restaurants and nightclubs.

As with the hotels, Grand Cayman's condos can be separated into various categories. While space does not permit listing all of the properties, we can point out some of the more popular condo units for divers.

The beachfront condos include: Villas of the Galleon, Pan-Cayman House, Tamarind Bay, Silver Sands, Sundowner, Coral Reef and Plantana.

Waterside condos, fronted by coral ironshore include: Spanish Bay Villas, Dolphin Point and others. Off-beach condos would include: Cayman Falls, Ambassadors Inn and Limetree Bay. Again, most of these facilities are connected with one of Grand Cayman's many dive operators.

One more addition to the condo category is The Retreat, a new beachfront development on the North Wall, at Rum Point. This condo facility has a new dive shop on the premises, operated by Surfside Watersports.

DINING OUT

If there is anything that could match the abundance of Grand Cayman's undersea reefs, it would be the island's impressive



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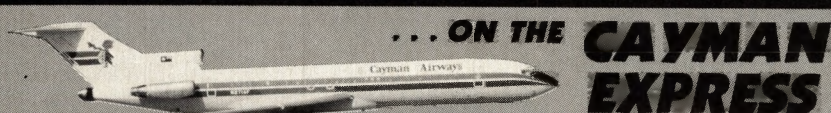
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CAYMAN ISLANDS

graphic locations and environmental conditions, we have divided Grand Cayman into four distinct areas: George Town, Seven Mile Beach/West Bay, North Wall and East End. Each area offers its own individual advantages.

George Town area is the central hub for shopping, business and municipal services. It also provides good access for diving. This area of the island has a shoreline composed of ironshore rather than sand. However, there are a number of excellent shore dives in the region as well as diving lodge style accommodations.

Seven Mile Beach/West Bay is the Riviera of the Cayman Islands. It is most definitely hotel and condo row, thus serving as the heart of the action for visiting tourists. This is where you find most of the island's largest hotels, best restaurants and a wide variety of watersports.

North Wall area is sort of the outer suburbs. This area is more remote, slower paced and more natural. It also provides access to some of Grand Cayman's finest diving: The North Wall has become legendary among divers.

East End area is like stepping into a different world. It is at the opposite end of the island, 22 miles from George Town. The atmosphere and environment are much the way Grand Cayman was 30 years ago. There are only a couple of small hotel facilities in the region, but the East End offers some of the most exciting diving.

WHERE TO STAY

Grand Cayman offers an incredible selection of accommodations. There are 20 hotels, more than 48 different condominiums and guest houses and three live-aboard dive boats. The variety is almost overwhelming, the selection sometimes difficult.

The best way to approach this task is to first figure out what type of accommodation is best for your particular vacation needs and in which area of the island you wish to stay. The basic categories are: beach hotels, off-beach hotels, waterside hotels, beach condos, off-beach condos, or live-aboard dive boats. Practically all of these facilities are in some way connected with one of the 27 dive operations on Grand Cayman.

HOTELS

Beach hotels are generally the most popular choice, but also fall into a higher priced bracket. It is a case of supply and demand. The extra cost is certainly worth it if you desire a wide sweeping sand beach, glorious sunsets and a wide variety of watersports. Most of these are on



Cayman's Mobile Dive Resort

If you can't bring the reef to your room, then bring your room to the reef. Spend a week aboard the fabulous CAYMAN AGGRESSOR—90 feet of spacious, gracious pleasure.

Why settle for only 10% of Grand Cayman's fabulous reefs and vertical walls? You can dive all of Grand Cayman and reach those virgin dive sites not normally frequented by other resorts.

You will love our no hassle diving routine. Slide out of bed and slip into the water with the greatest of ease. No need to lug heavy gear long distances—our reefs are 35 feet under your bunk. Dive any time of the day or night and make as many dives as you like.

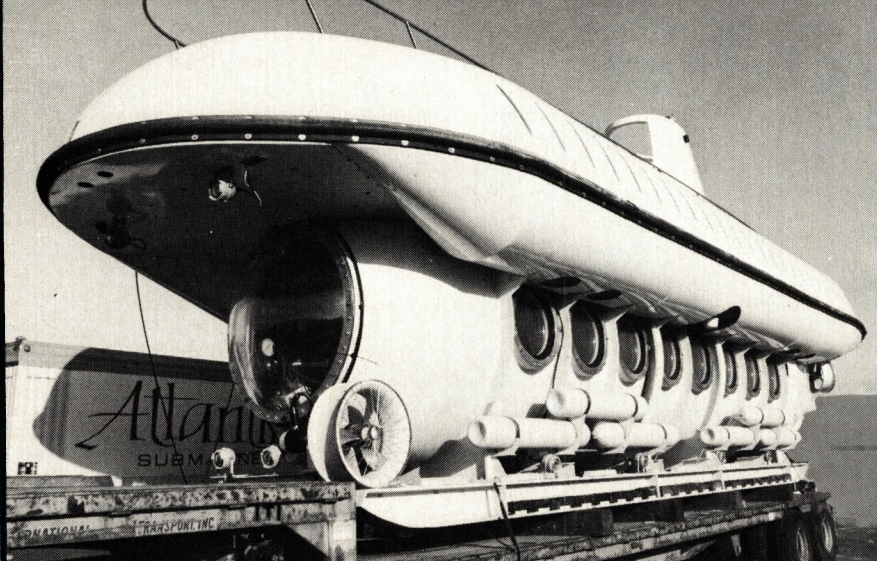
The CAYMAN AGGRESSOR is more than just a dive boat. It is a full activities dive resort complete with spacious dining room, solarium, photo processing lab, mini boutique, U/W camera rental department and watersports center.

For more information and reservations call 800-DIV-BOAT.
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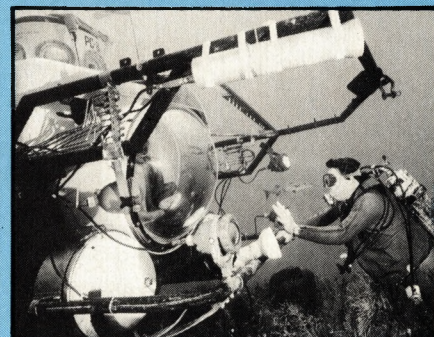
CAYMAN ISLANDS

perior diving, steady growth and continual improvement. However, the last 12 months have been an era of phenomenal change.

Six months ago, the island opened a new ultra-modern \$15 million airport terminal. Marked by innovative island architecture, this new passenger terminal can accommodate up to five commercial jet airliners simultaneously.

A new 60 room luxury hotel has just opened and five other existing hotels have just finished major renovations and expansion of guest facilities. New restaurants are opening at the rate of one per month, broadening the selection of cuisine and dining ambiance.

The same sort of facility improvements and expansion has been going on among Grand Cayman's diving resort operators. New dive boats have been added by a number of the major operators. Several have expanded their services by establishing new satellite facilities at choice hotel and condominium locations. Live-aboard dive boat services are growing



Don Foster waves bon voyage to passengers in the RSL sub. The sub goes beyond sport diving depths, making spectacular, 800 foot dives on the wall at George Town.

rapidly, with the announcement of a second *Cayman Aggressor*, plus two new operators. Perhaps the most exciting news is the advent of two revolutionary submarine rides. These futuristic submersibles permit divers and tourists to visit the coral reefs while remaining completely dry. One submarine makes scheduled dives to 800 feet at least four times daily.

The latest diving rage on Grand Cayman is underwater video. At least three different dive resort operators have installed complete underwater camera systems and are shooting videos of their guests. Visitors can now make a dive and go home with a complete videotape of their experience.

ISLAND GEOGRAPHY

Because of the wide variance in geo-

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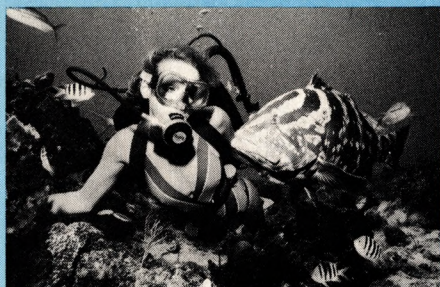
CAYMAN ISLANDS

It is the heart and soul of this British Colony.

From a diver's point-of-view, Grand Cayman is possibly the most exciting, most progressive and most rapidly evolving island in the dive resort business. The selection of services, facilities and experiences is almost staggering. For an island 22 miles long and four miles wide, Grand Cayman is really cooking. At last count, there were 27 different dive services available on this island, including two futuristic submarine rides.

Before going into the diving services, let's review the basics. Grand Cayman supports a resident population of approximately 18,000 people, more than 90 percent of the entire Cayman Islands population. It is the home residence of the governor and seat of government.

The two major industries on Grand Cayman are tourism and banking. And, the island excels in both fields. There are more than 420 banks on the island.



Anne Davis of the *Cayman Aggressor* tames a Nassau grouper at Waldo's Reef.

GRAND CAYMAN ISLAND

LOCATION	— 495 miles south of Miami, 1220 miles SE of Houston
LENGTH	— 22 miles
WIDTH	— four to eight miles
ELEVATION	— 60 feet/flat limestone island
CLIMATE	— Sub-tropical, balmy
TEMPERATURE	— Nov. to Apr. . . . 70/85°F May to Oct. . . . 80/90°F
ROADS	— Paved
POPULATION	— 16,400 approximately
LANGUAGE	— English
GOVERNMENT	— British Crown Colony
CAPITAL	— George Town (2 traffic lights)
BANKS	— 420, International offshore banking center
TIME ZONE	— Eastern Standard Time
ACCOMMODATIONS	— 16 hotels, 735 rooms; 48 condos/apartments, 755 units
SHOPPING	— Island crafts, crystal, porcelain, watches, perfume, jewelry, liquor
TRANSPORTATION	— Taxis, rental cars, bicycles, tour buses
COMMUNICATIONS	— Radio Cayman, daily broadcast; Cayman Compass, daily newspaper; Cayman Islands Sun, twice weekly newspaper; Cayman Pilot, weekly newspaper
ELECTRICITY	— 110 volts AC/60 cycles
DEPARTURE TAX	— CI \$4.00, U.S. \$5.00

Grand Cayman is now regarded as the largest offshore banking center in the western hemisphere. It is on par with Switzerland and Liechtenstein.

The tourism industry is an interesting blend of full service hotels, luxurious condominiums and inexpensive dive lodges. These accommodations are all located in pretty much the same beachfront area. Frequently, they are next door to each other—sharing the same marvelous ocean view, splendid beaches and access to incredibly good coral reefs. Grand Cayman has something to offer everyone's preference.

In addition to all its topside advantages

and attractions, Grand Cayman sits on the doorstep of some of the best diving in the Caribbean. It is an island blessed with calm waters and fantastic vertical drop-offs less than one mile from shore. Underwater visibility of 100 to 130 feet is common and seasoned divers often describe Grand Cayman's seas as bathtub diving. The combination of shallow coral reefs, vertical walls, coral caves and wrecks provide visitors with a banquet of diverse diving experience.

FASTEST GROWING ISLAND

Over the last five years, Grand Cayman has gained a worldwide reputation for su-

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GEORGE TOWN AREA



Bob Soto's Lobster Pot Headquarters



Diver at Armchair

Fish feeding at Waldo's Reef



Waldo's Reef

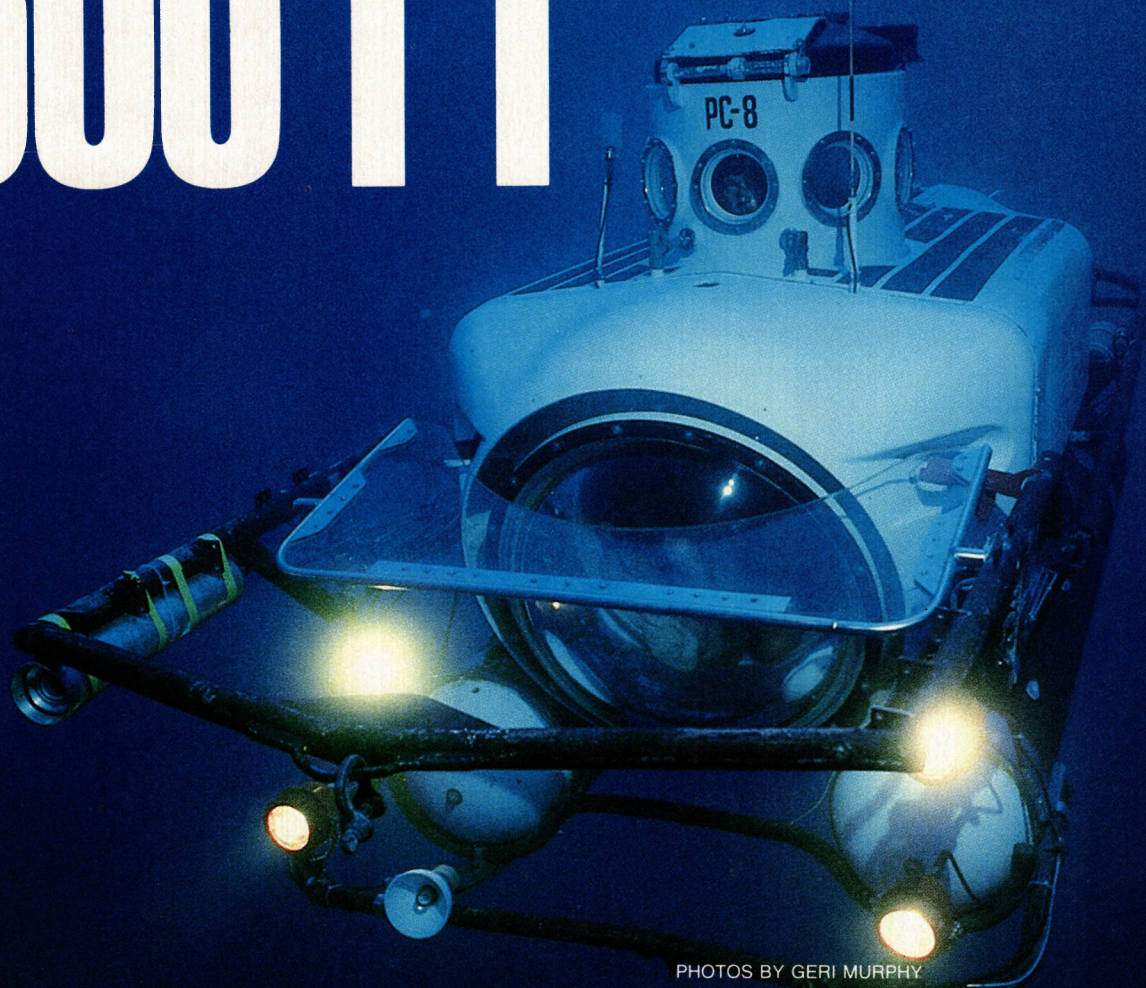


RSL sub, George Town



Sunset Divers' boat

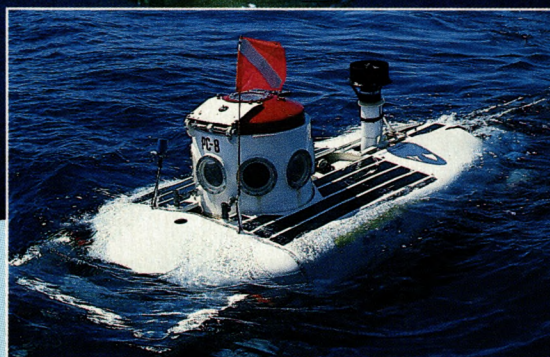
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PHOTOS BY GERI MURPHY

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For More Information And Bookings, Contact:

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P.O. Box 1719, Grand Cayman, BWI
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TELEX 4519 RSL-SUB CP

CAYMAN ISLANDS

rants, shops, etc. that do not. It would be wise to bring a small amount of cash and the rest of your money in traveler's checks in order to avoid the embarrassment of having a credit card refused.

While it is true that most responses to your question of "how much is my bill?" are answered in C.I. dollars, most restaurants and stores will give on-the-spot translations of what that means to you in U.S. dollars. You need not worry about imposing on the cashiers, they are used to the question and happy to convert it in terms to which you can relate.

To give you a reference point to work from in converting your money from U.S. dollars to C.I. dollars and vice-versa, we have prepared a Currency Exchange Rate chart. Please note that the conversions were based on the U.S. \$1.25 = C.I. \$1.00 rate.

TELEPHONE & ELECTRIC

The Cayman Islands have a modern automatic telephone system that enables visitors to call anywhere among the three islands or put through an international call to most anywhere in the world. There is direct dialing into Cayman from the U.S., Canada, the U.K. and Europe.

When making a local call in the Cayman Islands, a five digit number is used (such as 9-1234). From the U.S. you can direct dial any number in the Cayman Islands without going through an operator. The procedure is simple. You first dial

809 (area code for Caribbean), then dial 94 (the routing code) and then dial the local Cayman five digit number. For example, to call Don Foster's Dive Cayman direct from the U.S., you would dial 1 (809) 949-7425.

The Cayman Islands power system is completely compatible with the U.S. standard of electricity, 110 volt AC at 60 cycles. Electrical converters and outlet adapters are not required. Charging nicad battery packs, strobes and movie lights can be easily accomplished right in your hotel room. In addition, visitors may use their favorite electric shavers, hair dryers and radios.

WEATHER

The Cayman Islands offer some of the finest weather in the western hemisphere. Because they are sufficiently distant from the North American continent, these islands are not subjected to the normal turbulence of winter storm fronts. The surrounding Caribbean Sea is a stabilizing force that maintains an even and constant balmy climate. Winter temperatures range from 70 to 80°F. Summer temperatures run from 80 to 90°F. It never gets too hot or too cold.

WHAT TO WEAR

Packing for a trip to the Cayman Islands is relatively simple. Lightweight clothing is ideal. During the day, most visitors dress in casual shorts, sandals and either short sleeved shirts or T-shirts. In the evening, lightweight slacks and sport shirts are fine for men. Women wear lightweight slacks or summer dresses. A sport jacket is recommended for dining at some of the more formal restaurants on

Grand Cayman.

WATER CONDITIONS

The water temperature in the Cayman Islands is even more constant than the air temperature. Winter waters range from 80 to 84°F; summer waters from 84 to 86°F. Casual divers frequently wear little more than a T-shirt and swim trunks. However, more experienced divers usually wear one-eighth inch full wetsuits because of longer or more frequent submersions. The wetsuits also protect divers from fire coral, hydroids, jellyfish and fire sponges.

BRITISH HERITAGE

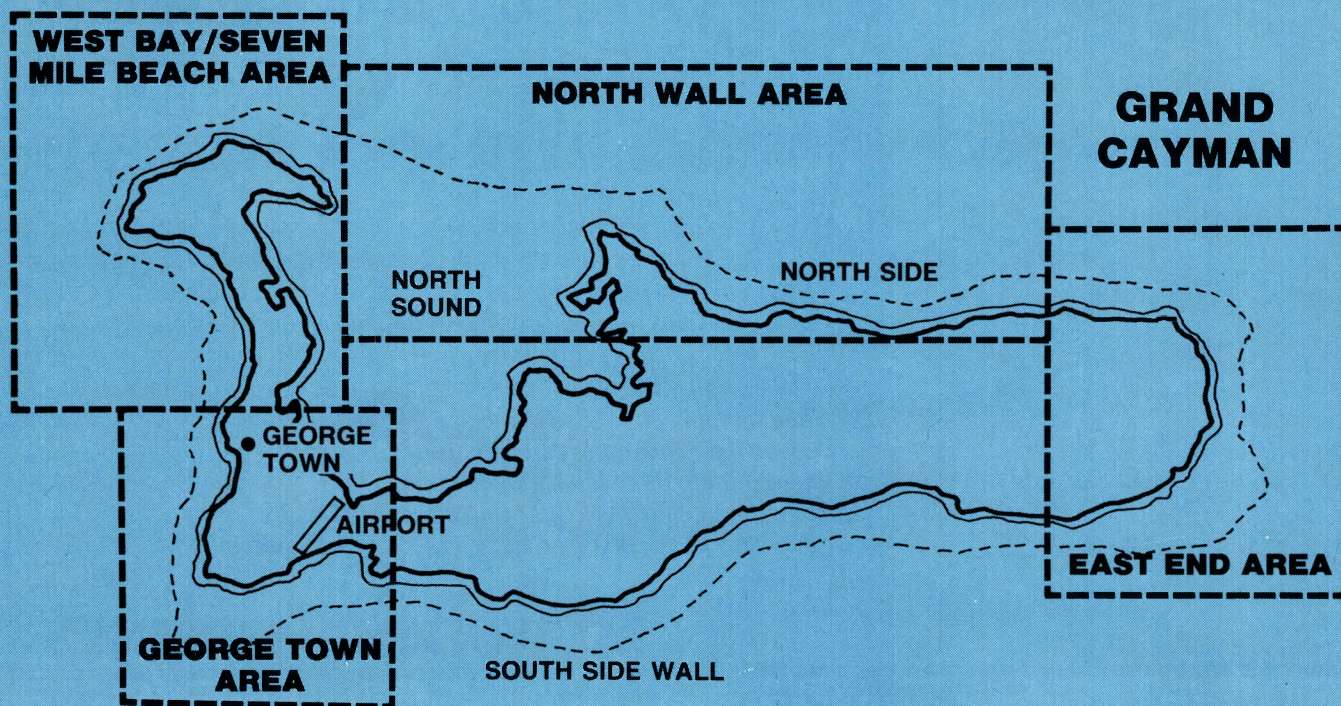
The Cayman Islands have chosen to remain a British Crown Colony. Their government is a democracy of elected representatives and appointed officials. The governor is appointed by Her Majesty, the Queen of England.

There is no income tax, no property tax, no capital gains tax and no estate duties in the Cayman Islands. Government revenues are mostly derived from import duties, business licenses and work permit fees. There is a six percent tax on hotel rooms.

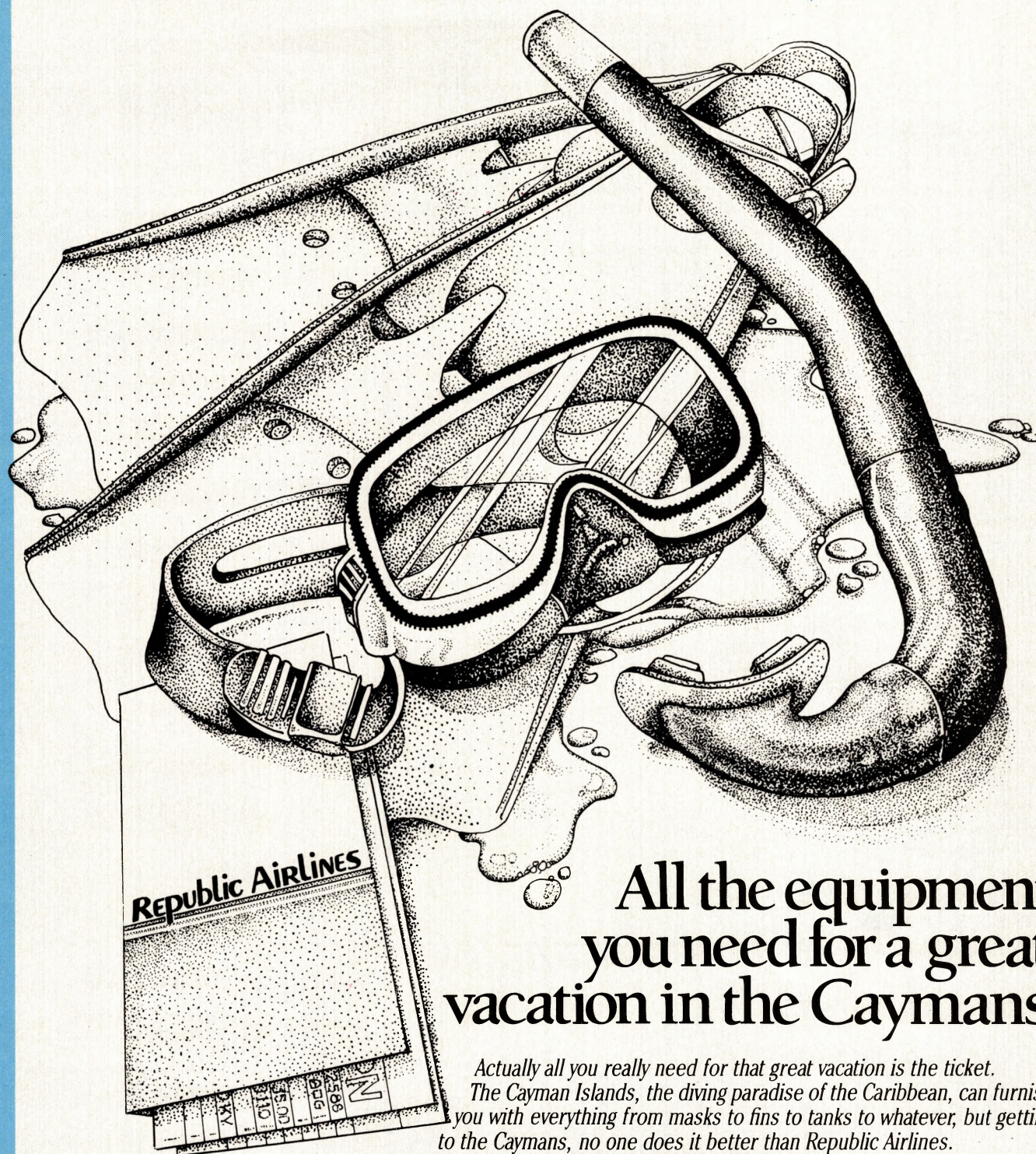
International banking thrives in the Cayman Islands and there are strict secrecy laws that permit depositors to remain incognito. In addition, thousands of companies incorporate on Cayman because there is no corporate tax. It is little wonder Cayman has become known as the "Switzerland of the Caribbean."

GRAND CAYMAN

Among the three islands of the Cayman group, Grand Cayman is surely the giant.



Major Grand Cayman diving districts include the West Bay/Seven Mile Beach, North Wall, East End and George Town areas.



All the equipment you need for a great vacation in the Caymans.

Actually all you really need for that great vacation is the ticket. The Cayman Islands, the diving paradise of the Caribbean, can furnish you with everything from masks to fins to tanks to whatever, but getting to the Caymans, no one does it better than Republic Airlines.

That's because Republic flies to Grand Cayman from so many destinations. With more flights, from more U.S. cities to the Caymans, than any other airline. And with Republic's great on-board service, you'll start your vacation the minute you get on the plane. So the next time you're thinking about diving, think about the Cayman Islands. And then, remember who gets you there best.

For information and reservations call your travel agent or Republic Airlines.

Republic Airlines

We make you feel like flying™

CAYMAN ISLANDS

pily accepted by hotels, stores, dive operators and restaurants. In most cases if you pay for something in U.S. dollars you are most likely to receive your change in C.I. dollars.

Most of the business establishments in Cayman will quote you their prices for goods and services in C.I. dollars. C.I.

stands for Cayman Islands and as with the U.S. system, one Cayman dollar is equal to 100 Cayman cents.

The Cayman Islands paper notes are very colorful and display a portrait of Queen Elizabeth on the front and different pictures depicting local scenes on the back. The notes are issued in the following denominations: \$1 (blue); \$5 (green); \$10 (red); \$25 (brown & orange); \$40 (purple); and \$100 (orange). Coins presently in circulation are in 1, 5, 10 and 25 cent denominations.

U.S. dollars and Cayman dollars are

not equal in value. According to an agreement of the International Monetary Fund, the exchange rate is fixed at C.I. \$1.00 = U.S. \$1.20. However, restaurants and shops will convert at U.S. \$1.25 in order to cover bank charges. If you expect to spend a large sum of money during your visit, it may be worth your time to stop in at one of the downtown banks to exchange your dollars at a more favorable rate.

It also bears mentioning at this point that while most Cayman Hotels accept credit cards, there are many bars, restau-

CAYMAN DIVE SERVICES

GRAND CAYMAN

Atlantis Submarine Tours

P.O. Box 1043
Grand Cayman, BWI
(809) 949-7162

Bob Soto's Diving Ltd.

Holiday Inn
P.O. Box 1801
Grand Cayman, BWI
(809) 947-4444

Bob Soto's Diving Ltd.

Cayman Islander
P.O. Box 1801
Grand Cayman, BWI
(809) 949-7695

Bob Soto's Diving Ltd.

Grand Pavilion Hotel
P.O. Box 1801
Grand Cayman, BWI
(809) 947-4666

Bob Soto's Diving Ltd.

Scuba Centre
P.O. Box 1801
Grand Cayman, BWI
(809) 949-6469

Cayman Aggressor (Live-Aboard)

Cayman Aggressor II (Live-Aboard)
P.O. Box 99
Grand Cayman, BWI
(809) 949-9551

Cayman Diving Lodge

P.O. Box 1801
Grand Cayman, BWI
(809) 947-7555

Cayman Kai Resort

P.O. Box 1112
Grand Cayman, BWI
(809) 947-9556

Clint Ebanks' Scuba Cayman

P.O. Box 746
Grand Cayman, BWI
(809) 949-3873

Divers World (shop)

P.O. Box 917
Grand Cayman, BWI
(809) 949-8128

Don Foster's Dive Grand Cayman

P.O. Box 151
Grand Cayman, BWI
(809) 949-7025

Eden Rock Diving Centre

P.O. Box 1907
Grand Cayman, BWI
(809) 949-7243

Fisheye Photographic Services

P.O. Box 2123
Grand Cayman, BWI
(809) 947-4209

Peter Milburn's Dive Cayman Ltd.

P.O. Box 596
Grand Cayman, BWI
(809) 947-4341

Ports of Call (Live-Aboard)

c/o Prospect Promotions
7322 SW Freeway #850
Houston, TX 77074
(713) 541-0915

Quabbin Dives (Cayman)

P.O. Box 157
Grand Cayman, BWI
(809) 949-5597

Research Submersibles Ltd.

P.O. Box 1014
Grand Cayman, BWI
(809) 949-3870

Rivers Sport Divers Ltd.

P.O. Box 309
Grand Cayman, BWI
(809) 949-3969

Scuba Safari Ltd. (Cayman)

P.O. Box 2029
Grand Cayman, BWI
(809) 949-3742

Seasports Ltd.

P.O. Box 1516
Grand Cayman, BWI
(809) 949-3965

Spanish Cove

P.O. Box 1014
Grand Cayman, BWI
(809) 949-3765

Sunset Divers

Sunset House Resort
P.O. Box 479
Grand Cayman, BWI
(809) 949-5966

Surfside Watersports

Le Club Cayman
P.O. Box 891
Grand Cayman, BWI
(809) 947-4224

Surfside Watersports

The Retreat at Rum Point
P.O. Box 891
Grand Cayman, BWI
(809) 947-9535

The Tortuga Club

P.O. Box 496
Grand Cayman, BWI
(809) 947-7551

Undersea Photo Supply

P.O. Box 1551
Grand Cayman, BWI
(809) 947-4686

CAYMAN BRAC

Brac Aquatics, Ltd.

Cayman Brac
Cayman Islands, BWI
(809) 948-7429

Dive Tiara

Tiara Beach Hotel
P.O. Box 238/Stake Bay
Cayman Brac
Cayman Islands, BWI
(809) 948-7313

Little Cayman Diver (Live-Aboard)

c/o La Mer Diving Seafari
823 United Nations Plaza #810
New York, NY 10017
(212) 599-0886

LITTLE CAYMAN

Sam McCoy's Diving Lodge

14 Rochambeau Ave.
Ridgefield, CT 06877
(203) 438-5663

Southern Cross Club

Little Cayman
Cayman Islands, BWI
(809) 948-3255

most will deliver the car to your hotel. Rental cars cannot be picked up at the airport terminal, but can be left there when you depart.

To rent a vehicle in the Cayman Islands, you must present a valid driver's license from your home country. The rental agency will then issue you a temporary Visitors Driving Permit. There is a small fee, of \$3 (U.S.) for this and you will be asked if you would like to purchase accident insurance with the car rental. Remember—in the Caymans, drive on the left side of the road!

Just about any type of vehicle you require is available, ranging from jeeps to full sized vans. If you have a particular need in mind, such as air-conditioning or a station wagon, it would be wise to telephone ahead to reserve the car of your choice. Also, keep in mind that each rental agency may have a different inventory of car models.

C.I. DOLLARS

The official currency of the Cayman Islands is the C.I. dollar, however, the U.S. dollar is in wide circulation. Both are hap-

INFORMATION

Brochures and more information about the Cayman Islands are available by contacting the Cayman Islands Department of Tourism.

CAYMAN ISLANDS DEPARTMENT OF TOURISM

CHICAGO

333 N. Michigan Ave., Suite 905
Chicago, IL 60601
(312) 782-5832

DALLAS

9794 Forest Lane, Suite 569
Dallas, TX 75243
(214) 494-1244

HOUSTON

9999 Richmond Ave., Suite 131
Houston, TX 77042
(713) 977-0604

LOS ANGELES

3440 Wilshire Blvd., Suite 1202
Los Angeles, CA 90010
(213) 738-1968

MIAMI

250 Catalonia Ave., Suite 501
Coral Gables, FL 33134
(305) 444-6551

NEW YORK

420 Lexington Ave., Suite 2312
New York, NY 10170
(212) 682-5582

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CAYMAN ISLANDS

Cayman Airways also operates non-stop 727-200 jet flights from Houston to Grand Cayman four times weekly in the winter season. This flight service departs Houston early afternoons on Thursdays, Fridays, Saturdays and Sundays. The flight takes approximately two and one-half hours. If you are traveling from California, the Northwest or the Midwest, Houston makes an ideal connection.

Cayman Airways now operates 727-200 jet service from Miami to Cayman Brac three times weekly. This is exciting news to divers who wish to avoid plane transfers and baggage delays. Cayman Airways also operates a Twin Otter commuter air service between Grand Cayman and Cayman Brac six days per week and between Cayman Brac and Little Cayman four days per week.

The newest service for the Cayman Islands is a special Cayman Airways charter service from Tampa. Known as Cayman Holidays, this service offers non-stop 727-200 jet service from Tampa to Cayman Brac and then on to Grand Cayman. This service operates twice weekly on Mondays and Thursdays. Cayman Air-

ways aircraft and crew are used and reservations can be made through the Cayman Airways telephone number.

Republic Airlines operates two non-stop DC-9 jet flights daily from Miami to Grand Cayman. In addition to the 14 flights per week, Republic offers the advantage of airline connections with other Republic flights throughout the Midwest and East. These connections include such major U.S. cities as Minneapolis, Detroit and Atlanta.

Air Jamaica flies from Kingston to Grand Cayman several times weekly and from Montego Bay once a week. It is possible to fly from Miami to Grand Cayman via a Jamaica connection by utilizing Air Jamaica's frequent flight schedule.

There is also a special airline charter service called Cayman Express that operates weekly charter flights from three major U.S. cities to Grand Cayman. This company utilizes the Cayman Airways 727-200 jet aircraft and crew for their flights, thus providing customers with as equal or better service as commercially scheduled flights. Through mid-April, Cayman Express offers once a week flights from Detroit (Fridays), Chicago (Saturdays) and New York (Sundays).

CONFIRMING RETURN

Once you have landed in the Caymans, it is extremely important you reconfirm your return flight reservations. While departure arrangements may be the farthest thing from your mind, reconfirmation is best accomplished at the time of arrival. It can be done right at the airport, at the downtown ticket office or by telephone. The airlines require that you reconfirm your flight reservations 72 hours (three days) in advance of departure.

CUSTOMS & IMMIGRATION

While enroute by air to Cayman, you will be given an immigration entry form. It is a simple card that takes a few minutes to fill out and sign. Upon entering the

Cayman air terminal, you will first pass through immigration processing and then have your baggage checked by customs.

Cayman immigration law requires three things of visitors; proof of citizenship, a completed entry form and a return air ticket. Although a passport is not necessary for U.S. or Canadian citizens, it is the easiest form of identification. For those without a passport, a voter's registration card is an acceptable alternative. An automobile driver's license is not acceptable as proof of citizenship. Passports, but not visas, are required for British and Commonwealth subjects other than Canadians.

After clearing immigration, you will be required to pick out your luggage and present it for inspection by a Cayman Customs Officer. The inspector may want to go through your suitcase, dive gear bag and whatever carry-on luggage you may have. Do not attempt to smuggle in any type of illegal contraband such as handguns, ammunition or explosives.

A special warning to those to whom it may apply; do not attempt to bring in any sort of illegal drugs and this includes marijuana. The Cayman Islands have the most severe anti-drug laws in the Caribbean. Violators are immediately arrested and taken off to jail. Tourists are not immune to this enforcement. Prosecuted violators can receive jail terms of up to ten years and fines up to \$20,000.

GETTING AROUND IN CAYMAN

Once you have cleared customs and immigration at the airport, you will want to get to your hotel as quickly as possible and settle in for your vacation. As you exit from the air terminal building, you will see a line of taxis comprised of every type of vehicle imaginable, including large sedans, station wagons and vans. It is a welcome sight to visiting divers who are usually lugging bulky gear bags and suitcases full of camera accessories.

Once inside the cab and motoring toward your hotel, you may notice there is no meter ticking with the amount of your fare. Have no fear, you will not be charged any price that comes into the driver's mind. Cayman taxi drivers are very honest, as well as friendly. All of the cabbies belong to the Taxi Association, which has established taxi service rates from the airport to all the various hotels on the island. These rates are published once a year in a Rate Sheet and Fact Folder, printed and distributed by the Department of Tourism, free upon request. A typical fare from the airport to the Royal Palms is \$7.50 (U.S.) and to the Holiday Inn it is \$8.75 (U.S.). There is no charge for extra luggage or for extra family members. The taxi ride to most hotels on Seven Mile Beach takes 15 to 25 minutes.

After settling in at your hotel, you may want to consider renting a car to explore the rest of the island. There are many rental agencies on Grand Cayman and

DIVE KEY WEST, JAMAICA,
GRAND CAYMAN AND COZUMEL
ALL IN ONE WEEK

For a lot less than it costs to visit them individually, our 7-day cruises aboard the crisp, white ms Boheme give you four Caribbean ports, a sensational shipboard experience between them, and the opportunity to make four classic dives at locations you've always admired. Sail from St. Petersburg, any Saturday of the year. It's a great vacation with all the food, entertainment and nightlife we're famous for. And all the diving included in one low price from \$687 per person, triple occupancy. Bring your own gear or rent everything from us. For a free 32-page brochure, dive information and reservations, call 1-800-327-8223 (in Florida, 1-800-432-8894).



COMMODORE
CRUISE • LINE

Ship's Registry: Panama

CURRENCY EXCHANGE RATE

U.S. Dollars	Cayman Dollars
\$ 1.00	\$.80
2.00	1.60
5.00	4.00
10.00	8.00
20.00	16.00
50.00	40.00
100.00	80.00
Cayman Dollars	U.S. Dollars
\$ 1.00	\$ 1.25
5.00	6.25
10.00	12.50
25.00	31.25
40.00	50.00
100.00	125.00

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depth of 24,576 feet. Diving conditions are superb; these waters are warm, crystal clear and unpolluted.

Closer to the shores of these three islands there is a sharp dividing line between the shallow coral reef shelf and the deep blue. It is known among divers as The Wall and it is truly what the name implies. While the depths may vary, the profile is much the same. The flat coral shelf stops abruptly and becomes a vertical coral cliff that plummets straight down—well beyond the limits of scuba diving. It is this formation that provides divers with an exhilarating experience and has made the Cayman Islands a legend.

While the Cayman Islands share common geologic origins and oceanographic conditions, this is where the similarities end. Each of the three is a unique gem with its own sparkling personality and attractions. And, each is in a distinctly separate stage of evolution.

Grand Cayman is the largest and most developed of the three. It is one of the most progressive and exciting islands in the entire Caribbean. There is a carnival atmosphere of rapid development and prosperity. New hotels and lavish condos are under construction, while enterprising entrepreneurs are establishing submarine rides for curious divers and wide-eyed tourists. Restaurants and bistros are sprouting like mushrooms, and major dive operators continue to build up fleets of dive boats. The island is a beehive of

activity that can only be compared to a boom town of the old gold rush days.

Yet Grand Cayman has not lost its island appeal. The residents are friendly, talkative and happy to see American visitors. For divers, Grand Cayman offers a smorgasbord of undersea experiences. There are more than 27 dive facilities on the island and they offer every conceivable service one could desire.

Eighty-five miles northeast of Grand Cayman is the burgeoning little island of Cayman Brac. It is smaller in size, relatively undeveloped and possesses a rural atmosphere. The Brac is on the frontier of future tourism development. The population is less than 2,000 and tourism activity is limited to only two or three small beachfront hotels. A newly expanded airport facility now accommodates 727 jet flights direct from Florida.

For the visiting diver, Cayman Brac is a tantalizing combination of virgin reef discoveries coupled with the creature comforts of well run hotels. While this island lacks the excitement and flash of nightly entertainment, it also offers the privacy and freedom of no traffic jams.

Less than one mile from Cayman Brac is its next door neighbor, Little Cayman. It is equal in size to the Brac, but with a population of less than 50. Little Cayman is still an undisturbed island wilderness, complete with a grass strip runway, unpaved roads and no air-conditioning. The accommodations are more like fishing

camps than full service hotels. This island offers a very special kind of vacation, where a visitor can get close to nature and attain the ultimate in tranquility. It is a marvelous opportunity to observe sea birds, iguanas and turtles. Life on Little Cayman is almost the same as when Columbus sailed past in 1503.

GEOGRAPHIC LOCATION

The Caymans are close, convenient neighbors to the U.S. and surprisingly easy to reach. The advent of direct non-stop jet service has placed these tiny islands within commuting distance of several major U.S. cities. They are only 495 miles south of Miami and can be reached in less than one and one-half hours. Houston is only 1,220 miles away and this flight takes two and one-half hours.

The Caymans are on approximately the same latitude as Cozumel, Haiti and the Virgin Islands. This accounts for their balmy weather, sunny winters and warm waters. Yet the islands are far enough from any major land mass to avoid the murky water connected with rain runoff, river outflows or industrial pollution. The Caymans are basically flat coral islands with minimal elevation, surrounded by a ribbon of living coral reefs.

FLIGHTS

Three airlines operate non-stop flights in and out of Cayman: Cayman Airways, Republic Airlines and Air Jamaica.

AIRLINE RESERVATIONS & FLIGHT INFORMATION

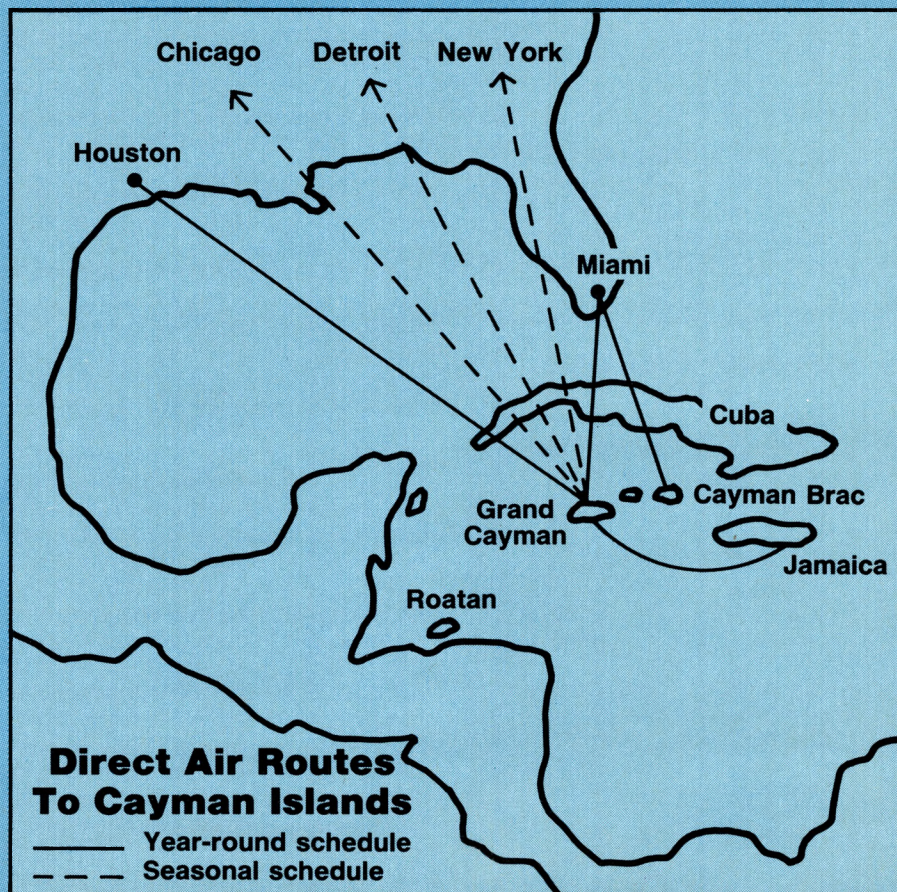
Nationwide Toll Free

Air Jamaica	(800) 523-5618
Cayman Airways	(800) 422-9626
Cayman Express	(800) 247-9900
Republic Airlines	(800) 441-1414

Cayman Airways is the official flag carrier for the Caymans and has been operating for more than 14 years. It is the airline most identified with diving, as it has supported and promoted a wide variety of diving programs, dive tour packages and special events throughout the years. Cayman Airways also operates more flights per week from more U.S. cities to the Caymans than anyone else.

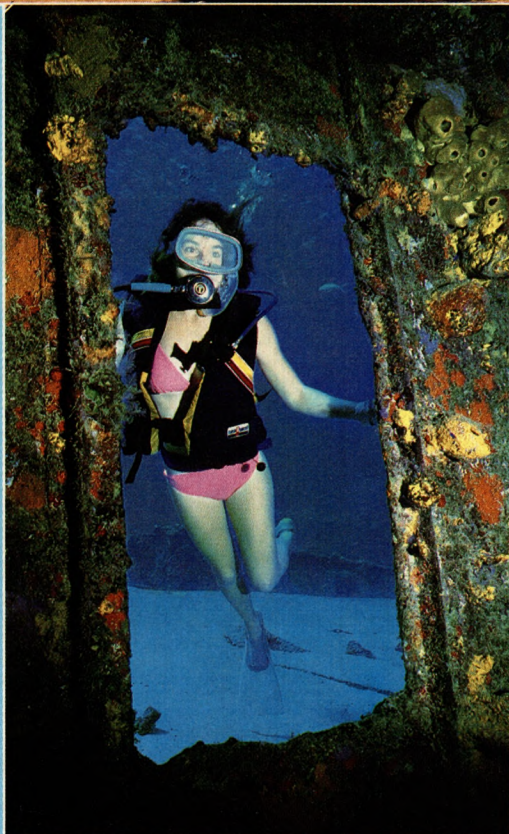
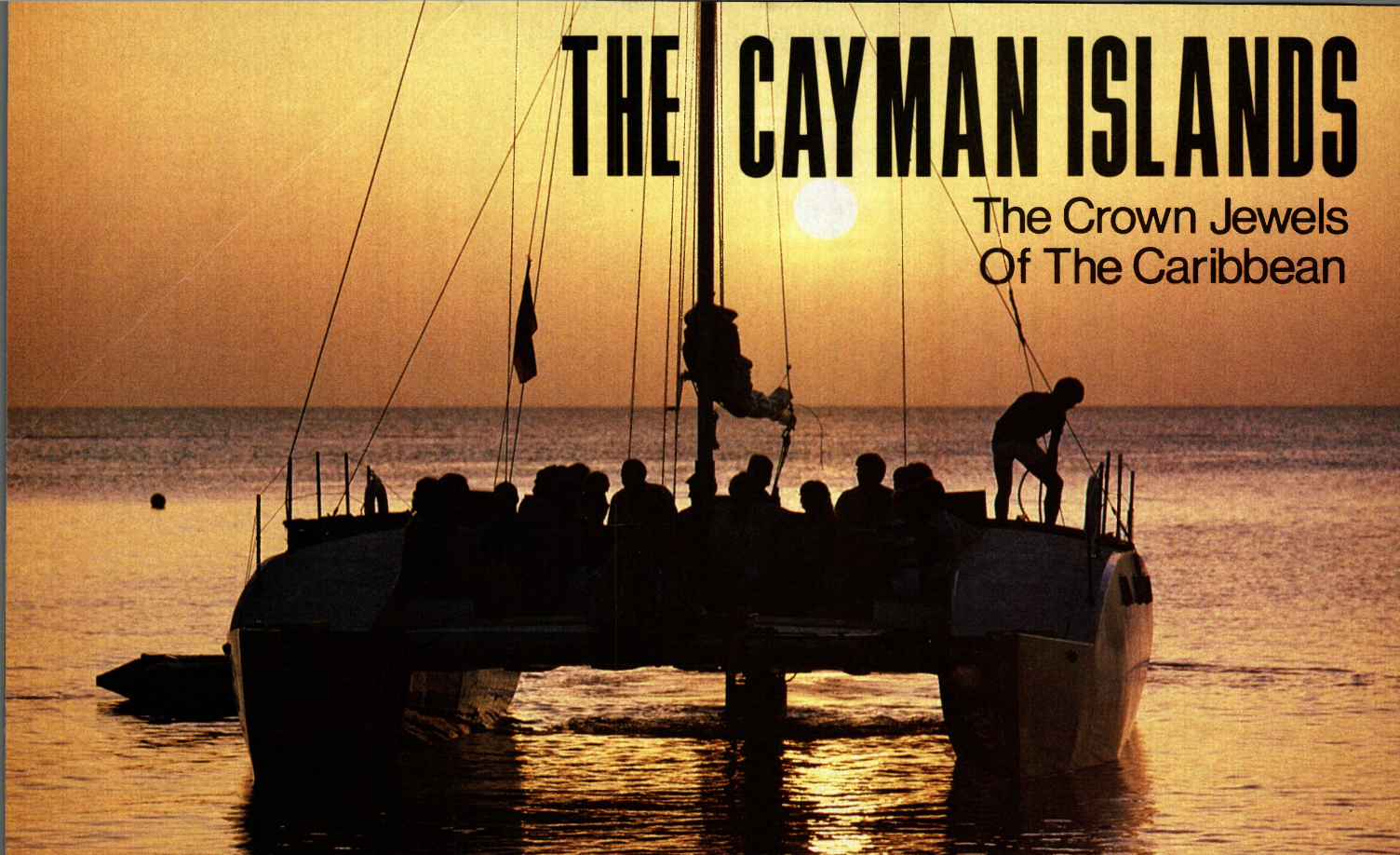
Cayman Airways operates non-stop 727-200 jet flights from Miami to Grand Cayman twice daily (seven days per week) with an extra evening flight on Mondays. Departures from Miami are conveniently spaced for early morning and early afternoon thus allowing good connections with incoming flights from other U.S. cities. The flight from Miami to Grand Cayman takes approximately one hour and 15 minutes. Most divers traveling from the East Coast or Midwest use the Miami connection.

Direct flights reach Cayman from Houston, Chicago, Detroit, New York, Miami, Jamaica.



THE CAYMAN ISLANDS

The Crown Jewels
Of The Caribbean



The many activities available in the Cayman Islands include romantic sunset cruises (top), a variety of beachfront watersports such as sailing and water tricycles (above), fabulous diving on reefs, walls and wrecks (left) and island tours (below). Bottom: Cayman Airways 727-200. Republic DC-9.



TEXT AND PHOTOGRAPHY BY GERI MURPHY

When Columbus ventured across the Atlantic, he was seeking the great treasures of the Indies. And, while he paused at the Caymans, he never really knew about the treasures he had passed by—scuba diving had not yet been invented.

Today, 485 years later, the Cayman Islands are regarded as some of the richest natural treasures of the Caribbean. Few islands possess the magnificent coral formations and remarkable marine life found in these waters. They are unexpected legacies of the early colonial conquests.

THREE JEWELS

The Caymans are a cluster of three small islands surrounded by a vast stretch of the western Caribbean Sea. Grand Cayman, Little Cayman and Cayman Brac are actually the tips of a mammoth undersea mountain range. The waters surrounding them range in depth from 6,000 to 12,000 feet. Just a few miles south of the Caymans lies the deepest part of the Caribbean, the Cayman Trench. It is world renowned among oceanographers, as it reaches the incredible

CAYMAN ISLANDS

MEGAGUIDE



VIDEO DIVE ON ORO VERDE
Geri Murphy Photo

SEA STYLE

Wenoka's New Mask & Snorkel

BY JIM WALKER

Sea Style—that's the new label for a segment of Wenoka's product line—products that emphasize style and comfort. Among these items are the Sea Style masks and matching snorkels. There are four Sea Style masks: the single lens Cabrilla, a Mini Cabrilla, dual lens Advanta and smaller Provanta. The design benefits are similar in all three models. As an example, survey the Advanta:

The Advanta mask frame is only six inches wide and three inches deep. The skirt is even smaller—less than five inches wide. The small size results in a low drag profile, light weight and low volume. Low volume translates into easy clearing. The goggle-style design further reduces volume by allowing the mask to fit in close to the face. This has the added benefit of increasing the angle of view as the tempered glass lenses are closer to the eyes.

The mask skirt has a nose pocket that's easily reached by gloved fingertips. It also has a double face seal for comfort. The skirt is contoured to seal against a wide variety of faces.

One of the most unique features of the Advanta mask is the positioning of the frame to angle the lenses slightly downward. This offers more comfortable viewing when in the typical underwater swimming position.

The Advanta mask is held in place by a wide strap. Spring-loaded, clamp type buckles secure the strap ends. They wrap around rollers and then pass through guides that hold the overlap in place. This arrangement allows easy,

The Advanta mask is light weight and low volume, yet offers a wide view. The silicone skirt is comfortable and seals well. Spring loaded clamps make strap adjustment easy. The matching snorkel has a swivel mouthpiece that allows the diver to custom position it.

photo/Bonnie J. Cardone

one-handed strap adjustment underwater or above.

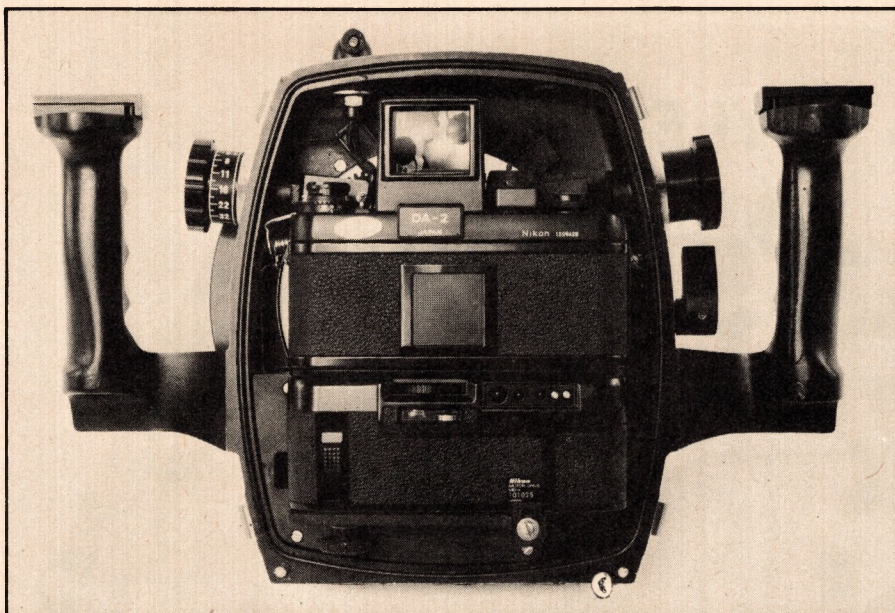
The Advanta mask frame is made of tough polycarbonate. It comes in translucent red, smoke, blue or opaque yellow. The yellow frame comes with a black neoprene skirt while the other colors come with hypoallergenic silicone skirts.

The Sea Style snorkels have flexible polycarbonate barrels that are shaped to curve around the diver's head. The barrels are available in transparent red, blue or smoke. The silicone mouthpieces of the Sea Style snorkels are soft and pliable. The smoke barrel can also be purchased with a black neoprene mouthpiece. The mouthpieces swivel 360 degrees so they can be custom positioned to fit individual needs.

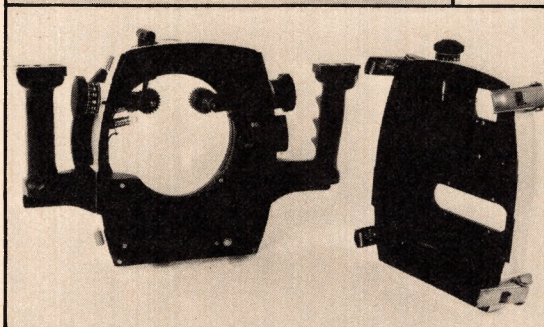
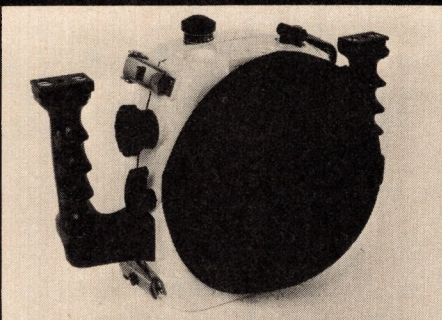
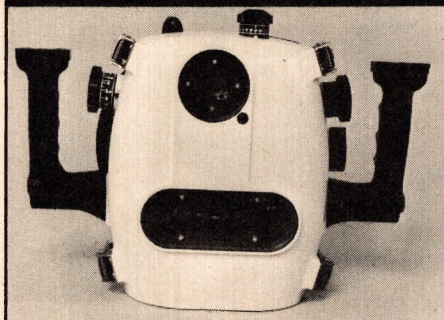
The Advanta mask and matching snorkel I tested made an attractive combination. The mask fit well, was very comfortable, offered plenty of view and was easy to adjust. The snorkel performed well also, although the snorkel keeper tended to slip along the barrel when wet. The mouthpiece was comfortable and the tube allowed plenty of air to come through: Just a puff cleared water from it.

The Advanta mask (\$47.95 silicone, \$29.95 neoprene) and snorkel (\$14.50 silicone, \$9.70 neoprene) might be just what you're looking for. If not, one of the other Sea Style mask/snorkel systems should be. See them at your Wenoka dealer. For information contact Wenoka, P.O. Box 8238, West Palm Beach, Florida 33407. 





The Aquatica 3 U/W camera housing is designed for the Nikon F3 equipped with the MD-4 Motor Drive and DA-2 Action Finder. (A similar housing is available for the Canon F-1 camera.) Removing the rear of the housing allows easy film loading.



The rear of the housing has two view ports, one for the Action Finder and one for the Motor Drive controls. The aperture and focus controls (right and left sides of housing) can be switched. A dome port cover is standard. The housing halves are secured by four stainless clamps.

other accessory. The tops of both handle grips are also drilled and threaded for mounting a variety of flash arms. Oceanic shoe mounts come with the housing as standard equipment, but you could set up an Ikelite, Sea & Sea or Subsea flash mount just as easily.

Aside from its excellent design and fine craftsmanship, the Aquatica 3 offers several unique features that distinguish it from other housings. The most obvious are the two view ports on the back. The

top one is a two and one-quarter inch diameter plexiglass window for SLR viewing. With this large port and the DA-2 Action Finder, through-the-lens viewing is a pleasure. You get full frame viewing, plus below-screen exposure data.

The bottom port is a large oblong window that allows clear viewing of the MD-4 Motor Drive controls. You can read the frame counter and signal lights for battery power, last frame and so on.

The Aquatica 3's most impressive fea-

ture is an internal lamp that goes on automatically when you pull the trigger. This lamp is on the upper left side of the camera lens and illuminates the viewfinder data scale. At last, there is a way to clearly read f/stop and shutter speed without removing your eye from the viewfinder! Depressing the trigger halfway allows you to check and adjust exposure settings before firing.

Perhaps the most important feature of the Aquatica 3 is hardly noticed and probably never used. Built into the back wall is an independent moisture detector and alarm system. Powered by a 12 volt cigarette lighter battery, it triggers an audio beeper and flashing red light in the viewfinder port at the very first hint of housing leakage—a single drop of water in the bottom of the housing will set it off. When I tested the detector with an eyedropper, the beeper horn sounded off loud and clear. There is no possibility of missing, or ignoring, this leak detector; it commands your immediate attention. And, since there is one and one-half inches clearance between the base of the motor drive and bottom of the housing, there is a better-than-average chance of saving the camera from flooding.

Another small feature I found helpful is a depressurization valve on the back of the housing. It consists of a specially machined screw that has an O-ring seal in the head. Simply unscrew the valve and pressure inside the housing equalizes to outside pressure, thus allowing you to open the housing easily.

Still another nice feature standard with every housing is a dome port cover. Made of one-eighth inch nylon wetsuit material, this custom made cover stretches over the dome and hooks behind the port flange. It protects the plexiglass dome from scratches and nicks.

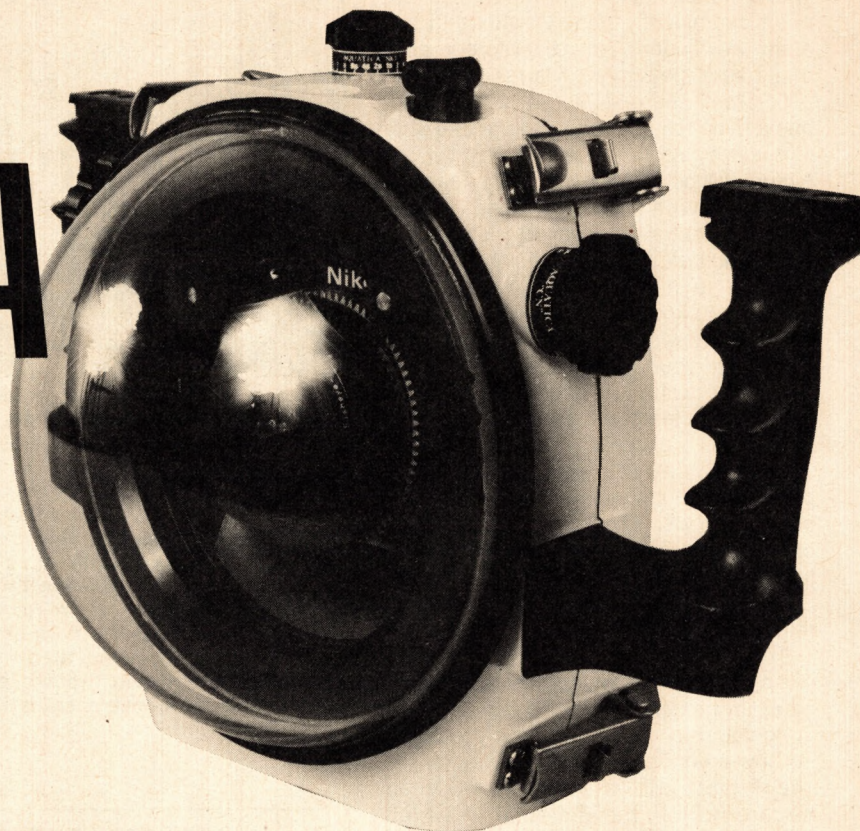
The Aquatica 3-N (Nikon model) retails for \$1,659 and is delivered with a dome port, two Oceanic flash arm shoe mounts, one EO flash connector, two machined aluminum gears, one for focus and one for aperture, and one internal lamp bulb. There is also a complete set of instructions and a tempting shopping list of at least a dozen accessories. A similar housing (Aquatica 3-C) is now available for the new motorized version of the Canon F-1 camera. It sells for the same price.

Is it worth the money? You bet. The Aquatica 3 is a professional quality housing befitting a professional quality camera. Your Nikon F3 deserves the best. And the pictures? They turned out great—some of the best ever. The images were sharp, distortion free and rich in color.

For more information, contact Aqua Vision Systems Inc., P.O. Box 1097, Postal Station Pointe Claire, Quebec, Canada; (514) 332-3507.

THE AQUATICA 3

The Most Compact Metal
Housing For The Nikon F3
Motor Drive



TEXT AND PHOTOGRAPHY BY GERI MURPHY

The Aquatica 3 is possibly the finest underwater housing built for the Nikon F3 motor drive camera. Compared to others I have tested through the years, it is more compact, better balanced and easier to operate. It offers a wider range of lens options, speedy film loading and a few special features not found in other housings. During a recent trip to Grand Cayman, I had an opportunity to use the Aquatica 3 for ten days. It was an absolute dream and soon became my first choice for every dive.

The Aquatica 3 is a third generation design, evolving from experience with prior models, plus helpful suggestions from the pro photographers at National Geographic magazine. It is the first metal housing produced by Aqua Vision Systems. It is specifically designed for the Nikon F3 equipped with the MD-4 Motor Drive and DA-2 Action Finder. This combination happens to be my favorite camera system for professional land assignments and a perfect choice for underwater situations requiring rapid motor drive shooting or special lenses.

The most impressive feature of the Aquatica 3 is the wide range of special lenses it will support. It will take every Nikon lens from the 15 to 200mm macro. There are five different lens ports that can

be screwed onto the front of the housing, including a 55/105mm macro port and four different dome ports. There is even a special port, with external controls, for the exotic 13mm Nikkor. The housing comes with a standard eight inch dome port and this is the one I tested.

An important feature of the Aquatica 3 is that the camera is mounted in the front half of the housing. This setup allows rapid and easy film loading. There is plenty of clearance around the camera body and there is no need to disengage lens gears or PC flash cords. The power rewind on the MD-4 motor also helps the reload process.

The Aquatica 3 is a sturdy metal housing made from a special marine grade aluminum alloy precision cast into two parts—front and back. The interior of the housing is anodized a flat black to eliminate reflections. The exterior is epoxy painted a light gray.

The halves of the housing are held solidly together with four heavy duty stainless steel, spring loaded clamps. A large O-ring embedded in the flange of the front half provides a watertight seal. The housing never leaked a drop in ten days of repeated openings and closings.

The housing is by no means a featherweight. Complete with camera, motor

drive and batteries, it tips the scales at a hefty 16 pounds. Yet underwater it is one of the best balanced dome port housings I have ever used. I could operate it with one hand with no wrist strain. The design and placement of the two side handles provide the leverage necessary for easy manipulation of the housing.

The Aquatica 3 comes standard with four external controls: aperture (left side), shutter speed (top), focus (right side), and trigger (right side). All four are anodized aluminum with quarter-inch diameter stainless steel shafts and O-ring seals. One of the neat features is that focus and aperture controls are interchangeable and therefore can be switched. You can have the focus on either the right (standard) or left side. No other housing I have ever tested offered this option.

The housing also comes standard with an EO flashcord connector. However, the housing can be ordered with an ICS connector if preferred. There is a machined area on the top of the housing for a second flash connector. Dual flash can be ordered as a custom option. Still another option is fitting the housing with a remote underwater trigger cable.

The top of the housing is drilled and threaded (1/4 x 20) for mounting an external U/W light meter, focusing lamp or

away, they will appear as small specks in your pictures. Make sure your subject appears prominently in the viewfinder. Look at the viewfinder from corner to corner to make sure the subject fills the picture.

5. *Check the distance.* If your camera has a distance (focus) setting, make sure it is set correctly. If set incorrectly, the picture will be out of focus. If your camera doesn't have a distance setting, stay at least five feet away from your subjects.

6. *Anticipate the action.* Think ahead so you can be in the right place at the right time. If you know, for example, that your dive buddy will soon be feeding tame fish, make your camera adjustments and get ready at the correct distance. Don't wait until the feeding is over before deciding to take a picture.

7. *Hold the camera steady.* Don't punch the shutter release and yell "gotcha" when you take the picture. Wiggling or otherwise moving the camera while taking photos is another cause of blurred pictures. You must squeeze the shutter release gently.

8. *Estimate portrait distance.* This is easy: You and your subject face each other and extend arms—touching fingertip-to-fingertip. Without moving your bodies, lower your arms and take the picture. The distance will be approximately three apparent feet—the distance at which many simple U/W cameras are (or can be) set for.

9. *Adjust for parallax.* Many simple underwater cameras have viewfinders that attach to the top of the housing. If the viewfinder isn't corrected for parallax (tilted so the lines of sight of viewfinder and lens meet at the subject), you must make an adjustment. Simply pick an imaginary spot above the intended center of your underwater subject and aim at that spot. Otherwise, your subjects will be too low in your pictures.

10. *Use the electronic flash.* Even though there may be ample light for sunlight exposures, the electronic flash will brighten colors and enhance details in the shadow areas. If you are using a disc or 110 camera with a built-in flash, the camera automatically turns the flash on when sunlight is too weak. You, however, will want the flash to fire even in bright conditions. To make sure it does, place a piece of black tape over the automatic control sensor. This sets the camera for the flash exposure regardless of the amount of sunlight. Even if this method overexposes the film slightly, it should be no problem. Color print film can handle the extra light.

The key to successful snapshots is to KISS (Keep It Super Simple). Don't spend too much time posing friends, kids or spouses. Once posing becomes a chore, the fun and spontaneity vanish. If they ask, "Do we have to take pictures again," you're not kissing. 



Opposite page: Snapshots are easy with small, simple cameras that feature automatic exposure control and built-in flash. The flash adds color and sharpens detail. Above: Some simple cameras have accessory flash units on extension arms. These position the flash more favorably and reduce backscatter in front of the lens. Right: Ikelite has housings for disc cameras. These photos were taken with the camera shown.



SIMPLE CAMERAS

For years, 110 cameras have been the standard for snapshots. These often feature automatic exposure controls, built-in strobes (electronic flash) and a distance (focus) adjustment. Many of the topside 110 cameras will fit into ready-made U/W housings, such as an Ikelite Trimcase. If you decide to house a 110 camera, however, remember that most of your U/W pictures will be taken at distances between about two and five feet. Therefore, if your 110 camera doesn't have a setting for this distance, make sure the housing has a water correcting lens (such as the Ikelite #5304).

Amphibious 110 and 35mm cameras, such as those by Hanimex and Sea & Sea, are also available. Some of these feature detachable strobes, accessory wide angle lenses for photographing large subjects and close-up attachments for photographing small subjects.

Disc cameras have revolutionized snapshot photography. Topside, these cameras slip into a shirt pocket; for underwater photography, they fit into compact housings. Many disc cameras feature automatic exposure control, built-in electronic flash and a manual distance (focus) control. An Ikelite Disc Case, with an optional Substrobe, is available for most disc cameras.

BUYING FILM

Color negative film—and sometimes one-day processing for color prints—is available at almost any major tourist destination. For 110 cameras, Kodacolor 100 is good for bright conditions; but for dim U/W conditions, Kodacolor 200

would be best. For disc cameras, your only choice is the manufacturer (it's all ISO 200, at this writing). For 35mm cameras, Kodak's Kodacolor VR 100 is best for bright conditions. For underwater snapshots, either Kodacolor VR 200 or 400 would be a good choice. The main difference is that 400 requires less light for the exposure. Kodacolor VR 1000 is designed for extremely dim conditions, such as a deep dive without flash. Any color negative film can be used for small color prints. But for enlargements, the lower numbered films (such as Kodacolor VR 100) produce better pictures.

WHERE TO BUY CAMERAS

Begin by inquiring at your local dive store. If not convenient, write directly to: Helix, 325 West Huron Street, Chicago, IL 60610. Write or phone (800) 33-HELIX for a catalog giving information about and prices for 110, disc and 35mm simple cameras. Ikelite, P.O. Box 88100, Indianapolis, IN 46208: Send \$1 for complete catalogue of cameras, housings and strobes. Sea & Sea U.S.A., Inc., 1030 West 15th St., Riviera Beach, FL 33404: Write for a free brochure describing Sea & Sea underwater photographic equipment.

SUGGESTED READING

Gail Livers, of Ikelite, has written two excellent books for U/W snapshot shooters: *Underwater Photography with 110 Snapshot Cameras*, #3110 and the *Disc U/W Photo Book*, #3105. Both are available from Ikelite for \$6.95 each. If you wish to move to 35mm snapshots, consider *Beginning U/W Photography*, by Jim and Cathy Church, \$6.95.

SDM's U/W Photo Class

Ten Steps To Successful Snapshots

TEXT AND PHOTOGRAPHY BY JIM AND CATHY CHURCH

Taking snapshots—both topside and underwater—is a fun way to record your diving vacations. Snapshots are simple, personal pictures that help you remember the good times—your kids learning how to snorkel in the pool or your spouse hand feeding tame fish. When you look through your photo album, successful snapshots freshen memories and stir emotions. And, best of all, learning to take snapshots is incredibly easy. Just follow our ten steps:

1. *Do your homework.* You'd be surprised how many would-be snapshot shooters stuff film into a new camera and try to snap away before reading the instructions. Read the instructions first and

shoot a roll on stationary subjects (such as your house, yard or car) to practice camera handling. If you have an amphibious camera or an underwater housing, practice in the pool before heading for open water.

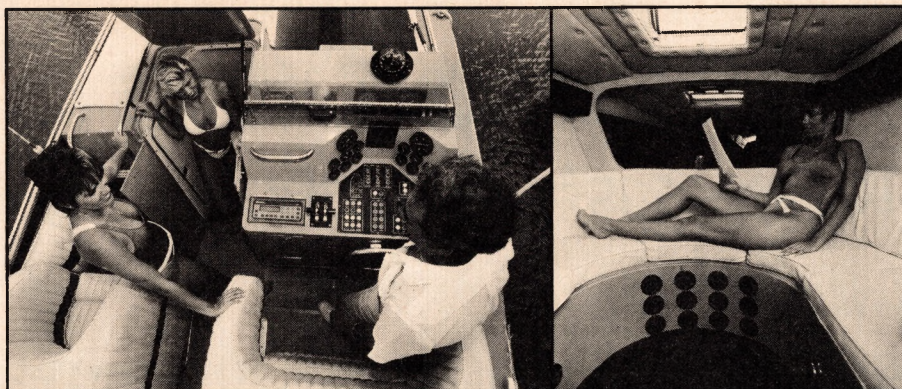
2. *Keep the sun behind you.* This automatically puts sunlight on the side of the subject facing you. If the sun is behind your subject, your snapshots will show dark faces against a bright background. And, if the sun strikes the lens, you may end up with blurred reflections. Your topside snapshots may turn out better if taken in the morning or afternoon hours, when the sun is lower in the sky. This is because the overhead sun can leave

dark shadows under eyes, noses and chins that give faces a raccoon appearance. If your camera can be used with electronic flash in bright conditions, great—the flash will fill in some of these dark areas.

3. *Don't be afraid of overcast.* You can often take better topside pictures on partially overcast days because diffuse sunlight forms softer shadows and your subjects are less likely to squint. Thus, you get expressions that are more natural. Add electronic flash to enhance colors and detail. This is the basic technique you will use with U/W snapshots.

4. *Choose appropriate subjects.* If you decide to photograph tiny fish ten feet





The Monte Carlo 44's open cockpit features an instrument console with a full complement of indicators and gauges. The cabin has a fully equipped galley, standup bath and spacious V-berth that sleeps four comfortably. At 50 miles per hour, the Monte Carlo can make 180 degree turns with a radius of about 100 yards.



Dick Simon

Dick Simon is an avid diver and boater. A few years ago he set out to acquire his ultimate dream dive boat and ended up owning the company that could make it. An insurance executive, he was tired of the cold winters of the Midwest and decided to move his headquarters to the warmth of Florida. When you ask him about his insurance business he has to draw you a chart to explain how all the companies network together.

As an entrepreneur, Simon seems to have a knack for getting his fingers into a lot of pies. Example: Shortly after coming to south Florida, he began to look for a top grade computer program so his agents could make quotes more efficiently. None existed. Now he owns one of the largest computer software companies producing programs primarily for the insurance industry. When he had trouble getting the print quality he wanted for his brochures, he started his own printing company. And so continue the exploits of Dick Simon.

He tried to find his perfect fast dive boat on the open market. The quality was simply not up to his standards. With the direction of the Caterpillar Company (they make his diesels) he teamed with boat designer Adam Erdberg, now president of Tempest. Erdberg had formerly designed large, fast gun boats for the Israeli military. His expertise, and Simon's ability to manage companies, have produced as perfect a super fast, super luxury private dive vessel as can be found: the Tempest Marine Monte Carlo 44!

At 43' 6" she is 9' 6" at her widest point. With her keel drawing just over three feet, this lady is able to get into some very tight places. At 42 mph, she uses barely 30 gallons per hour of the 300 gallons of diesel fuel she can carry. That translates to more than 400 miles of cruising range or the ability to take a cruise from Fort Lauderdale to Nassau, have lunch, make a couple of dives and be back home before night without stopping for fuel.

"Love her on the outside, love her on the inside," one of Simon's ad slogans teases—and you will. On her starboard side, at the foot of a curving row of three stair steps, is a fully equipped galley including refrigerator and microwave. To port, opposite the galley, an elegantly laid out standup bath is just too suave to be called a head. Unusually large for a yacht of this size, it is equipped with shower, bidet and a high fashion mirrored makeup cabinet with a row of theater type makeup lights. Completely forward, the V-berth doubles as a bunk. In all, the yacht can sleep four quite comfortably. With indirect lighting, the lounge is appointed with suede and leather, or you can order virtually any fabric you prefer.

For the skipper, the console looks as though it were designed by NASA for the space shuttle. With a panel of visual indicators laid out over a diagram of the boat, the operator can detect any operational problem at a glance. All engine gauges are set directly above the alarm panel.

Built of hand laid fiberglass, it has frames and bulkheads approximately every two feet. The stringer core materials in the engine compartment are heavy plywood, while the forward stringers and reinforcing members are made of balsa. The deck and hull are molded together and Klegecell rigid PVC foam is in the deck.

Standard engines are Caterpillar 3208TA diesels producing

375 hp each. Because these create a tremendous amount of torque, it became necessary for Tempest to design a special drive system to compensate. After a great deal of design engineering and testing, they came up with a special system they call the T-torque. Tempest has applied for a patent on the design. Independent tests done by several leading boating magazines have shown it to be top of the line in both performance and dependability.

On our ocean crossing, the boat handled beautifully. Even at high speeds in moderately rough seas, it does not pitch you around. Its weight keeps it on the water and lets you keep your senses. To see just how well it handles, we deliberately made several tight turns at full throttle. The Monte Carlo was able to make full, 180 degree turns in a radius of not much greater than 100 yards at 50 mph! The 25 degree deadrise at the transom deep V-hull kept it from slipping, even at extreme speeds.

The Monte Carlo is very popular with the jet set as a dive and snorkel yacht. It is equipped with a wide platform at its stern and the open aft cockpit gives more than ample room for divers and gear. The padded center deck is a great place to keep delicate camera equipment. In addition to the Monte Carlo, the 44 is available in three other versions, the 44 Riviera, the 44 Sport and 44 Sport Fish, which can have a tuna tower placed over its center console.

Obviously not the dive boat for everyone, it is certainly the boat for the guy or gal who has almost everything! Base price is \$229,500. Fully rigged, it can run from \$250,000 to \$275,000, depending on electronics.

For more complete information and a colorful brochure, contact Tempest Marine, 4600 SW 44th Ave., Ft. Lauderdale, FL 33314; (305) 791-0333. 

TEMPEST MARINE'S MONTE CARLO 44



TEXT AND PHOTOGRAPHY BY STEVE LUCAS



The elegant Monte Carlo 44 is just under 44 feet long, has a cruising speed of 50 miles per hour and a cruising range of more than 400 miles. Drawing only three feet of water at the keel, it can fit into tight places. Above: Dawn Gardner (left) and Loretta Meeks test out the Monte Carlo's swim step with an assist by Dick Simon.

The sky is perfectly clear, the waves are barely a foot high, but there's a storm about to break over the water. In her soul, a tempest is ready to rage. An elegant lady, she is quiet and unpretentious until you touch her. Heads turn whenever and wherever she appears. In her presence you are in awe and when you turn her on, grab hold!

It's 8:00 am in Ft. Lauderdale. More than 50 miles away lies some of the best diving in the Bahamas. The island is called Bimini and we'll be diving there in just more than an hour. Dick Simon, chairman of Tempest Marine, has just fired the twin diesels of his Monte Carlo 44. On the dock, a dozen heads spin. "I have the power," she seems to scream, like a mythical goddess, and she does. As she cruises toward the ocean, almost everyone stops to stare. This sleek lady definitely has a way of grabbing attention.

At the inlet, Dick calmly suggests everyone on board get a hand on something solid. He pushes the throttles almost all the way to the console and we are flying. The wind presses against our faces, the constant pressure causing tears to roll from our eyes, while our 16,000 pound lady flattens the waves as if they didn't exist. Behind us, a rooster tail 20 feet high surges from her twin screws. In seconds we hit our cruising speed. We are traveling across the ocean at an astounding 50 miles per hour!

One hour and five minutes later, the tempest subsides. Again, the heads turn as we cruise up the dock for the customary immigrations inspection. In luxury we have crossed the gulf stream with an elapsed time that many race boats could not match. In minutes we will be swimming above the corals.

With an abundance of deck space, a wide open aft cockpit and enough below deck storage to hide the gear of six divers, the Monte Carlo has more than enough room for diving in style.

NOVA 124

THE INFLATABLES

Basic Economy Dive Boat With Impressive Standards

TEXT AND PHOTOGRAPHY
BY ERIC HANAUER

When we first saw the Nova a couple of years ago, we weren't very impressed. It just didn't seem rugged enough for a dive boat. Besides, the fit and finish left something to be desired, with bubbles in the glued seams and adhesive slopped over the edges. Consequently, it wasn't covered in these pages.

However, there is now a new Nova, which shares little with its predecessor except the name. It's got a new design, new materials and manufacture has been shifted from Taiwan to France.

Nova, along with Ampac, is a product of American Pacific Inflatable Boats, Inc., based in Marina del Rey, California. The economy series carries the Nova brand name, while the top of the line boats are called Ampac. Smaller dinghies are now manufactured in Japan. The larger boats in each line, including the Nova 124, are made in France. Company president Bill McComb is the importer of Hutchinson boats in the United States, and his vessels are influenced by that company's design. Perhaps the major feature they adopted from the French boat is the longitudinal seam structure, which enhances rigidity. The biggest difference is the inflatable keel, instead of Hutchinson's wooden one. The French Novas and Ampacs are made in the factory which once housed the Hutchinson works, from materials manufactured by Hutchinson.

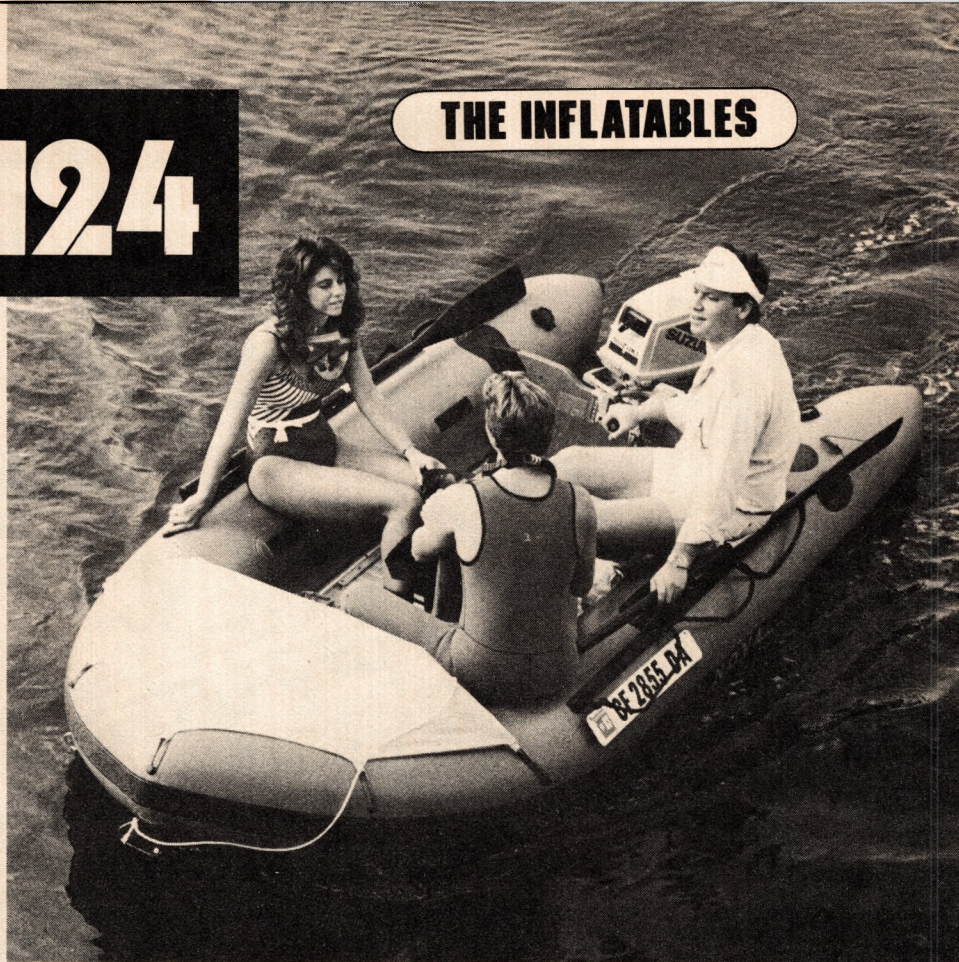
At this point, the reader is probably as confused as the author. The puzzle began to sort itself out during our test run, hosted by company vice president Chris Lewis. Chris, an active diver, designed the Nova 124 as a basic economy dive boat. But, it doesn't look like an economy boat. With its aluminum floorboards, bright red color, removable bowdodger, and impressive standard equipment list, along with its low price, the Nova 124 looks like a pretty good deal.

Our look at the boat begins with its Hutchinson made fabric, an 840 denier nylon with a 1212 weave. That's a tight weave for strength and rigidity. The inside is pure Hypalon for air tightness. On the outside is a polyurethane PVC material which is resistant to sunlight, oil and other contaminants. Its two part, urethane based adhesive forms a molecular bond

for lasting seam integrity. With this technology, handles or D-rings can be attached anywhere on the boat. Repairs, even in the field, are quick and easy.

Unlike most boats its size, the Nova has only two air chambers. They are constructed individually, then joined at the bow with double baffles. Basically an economy measure, this construction is one of the reasons for the boat's low price. It is possible because of the longitudinal seam technique. Another advantage of this is that the bow doesn't tend to flex as it does in boats with transverse seams. The boat should float even if one of the tubes loses all its air.

For ease of assembly, an inflatable keel is used instead of a wooden one. However, modifications were made in the hull design to provide performance almost on a par with wooden keels. How did they do it? The keel forms a deep-V, pushing against the bottom material to keep it tight. Its recommended inflation pressure is 3.4 psi, the same as the tubes. This is in sharp contrast to many boats, which recommend softer pressure for the keel. In the Nova 124, the bottom material is joined to the tubes in such a way to produce a sharply angled keel, combining with the tubes to give a cathedral hull effect. A four inch wide, ribbed rubbing strake protects the keel and aids in directional stability. All this adds up to surprising performance in the water, as demonstrated in our test ride.



NOVA 124

Length.....	12' 6"
Beam.....	5' 4"
Tube diameters.....	18"
Weight.....	134 lbs.
Material.....	nylon/Hypalon/polyurethane PVC
Number of chambers.....	2 plus keel
Floorboards.....	Wood/aluminum
Payload.....	1,350 lbs.
Passenger capacity.....	5
Diver capacity.....	2 or 3
Recommended horsepower.....	20
Maximum horsepower.....	30
Color.....	Red or gray
Price.....	\$1,195

The unorthodox hull holds turns unusually well for a small boat with an inflatable keel. It goes where it's pointed, displays minimum bounce when going over light chop and sideslip on turns is minimal. It handles almost as well as a wooden keel. The 15 horsepower engine had to struggle to plane with four passengers, but once this was attained it moved us at a good clip. The recommended 20hp would have done the job more easily. The boat runs fairly dry, protected by a high bow and the bowdodger. A little water came up over the stern, something that could be prevented by the addition of splash vanes. The water that entered, however, was easily handled by the one-way drain valve.

(Continued on Page 141)

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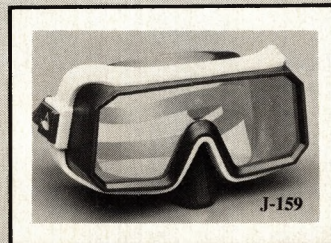


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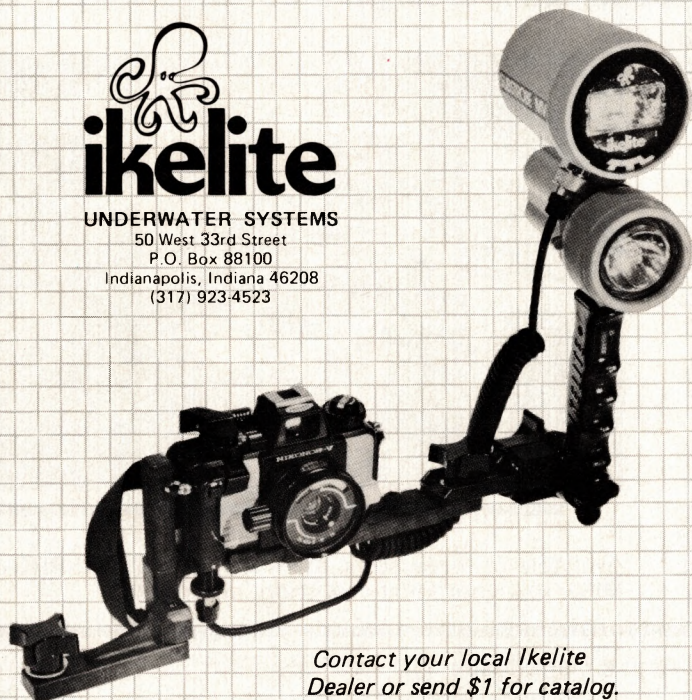
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TURN US ON

SHARK RIVER INLET

(Continued from Page 43)

mon being stone, blue claw and speckled crabs. They forage for food in the nooks and crannies of the rocks and can be found in great numbers on the mussel beds. One of the most interesting behaviors encountered was that of a spider crab. Toward the center of the inlet, there is a drop-off of 10-15 feet. The spider crab got to the bottom of this drop-off in the simplest manner. It stepped off the edge and sailed down to the bottom. It reminded me of an underwater elevator.

If you peek into the holes in the rocks, you will see lobsters of various sizes. They tend to be small in the inlets for there are a large number of hunters (human type) who frequent this area. The evasiveness of the larger lobsters leads one to believe they have had plenty of practice escaping divers.

All too soon, you reach the end of the jetty at the mouth of the inlet. Here, you are presented with two choices for your return trip. In calm seas, you can round the jetty on the ocean side and proceed northward to make a beach exit. The drawback to this route is the usual ocean surge and the resultant poor visibility. The other route is the one most commonly taken. Simply turn around and return the



A jetty at Shark River Inlet. The area has many positive attributes for the diver.

way you came. No matter how many times I take this U/W route, there are always interesting things to pique my curiosity. At dive's end, you are underneath the Ocean Avenue bridge. Here the bottom is covered with mussels from the bridge abutment to the center channel pilings. There have been some very big flounder on these mussel beds that have been oblivious to the camera as it was



Above: Two seastars feed on a mussel bed. While a variety of crabs (including stone, blue claw and speckled) seem to be the dominant life form at Shark River, many other animals can be found. These include lobsters, blackfish, bergalls and sculpins. Dives should be timed to the period of slack water between tides.

moved in for an extreme close-up. A diver with a hand spear did not seem to fare as well. It makes one wonder if the flounder knew the difference.

One dive in particular seems to find its way into all my descriptions of this popular spot. A friend and I started at the base of the bridge and headed seaward. Visibility was fair at best, perhaps six to eight

(Continued on Page 112)

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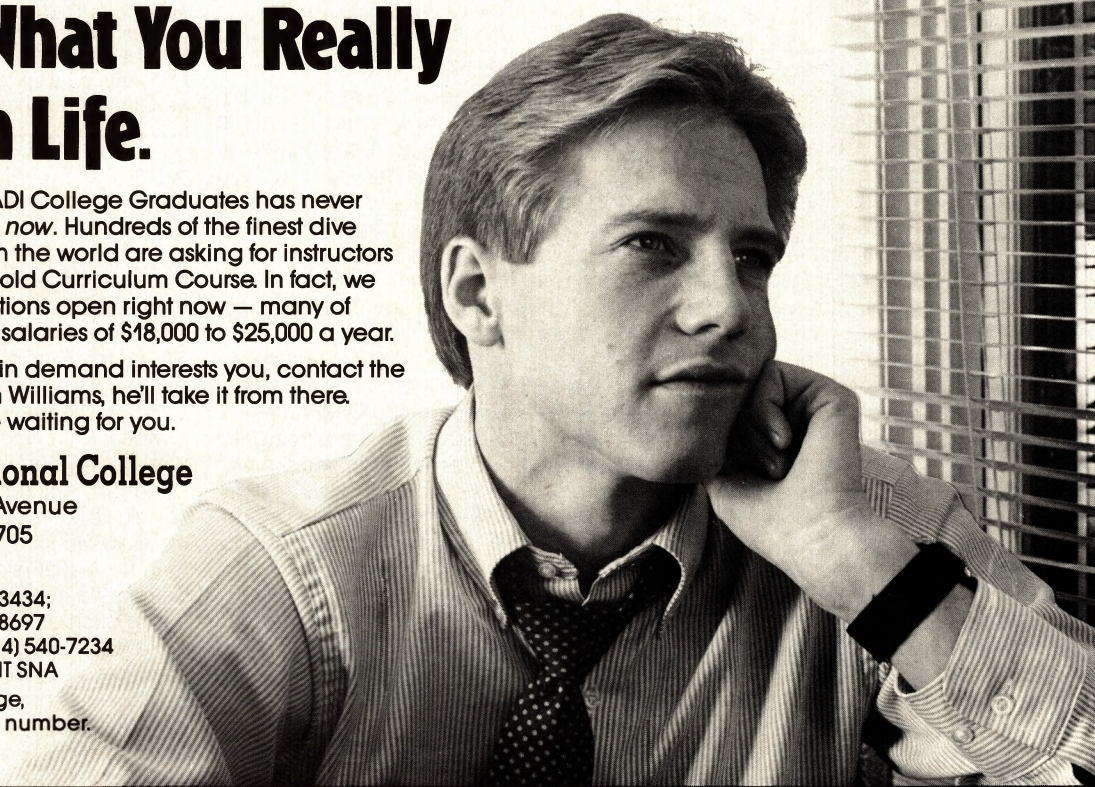
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nip at gorgonians and other corals. An opportunistic feeder, this carnivore also ingests mollusks and urchins. Hogfish have been seen eating small fish. Although normally solitary swimmers, they will travel in small groups. Throughout the Caribbean, these fish prefer reefs and wrecks that border on more open areas. Wrecks on sand flats and ledges adjoining rubble zones are productive environments. When alarmed, hogfish paddle across the reef top.

Scuba divers generally consider hogfish dimwitted. Their awkward and comical swimming style combined with their delayed reaction to intruding divers cre-

ating the soft belly without puncturing any entrails permits rolling the fillet away from the body. Avoid severing the skin while cutting across the meat at the base of the tail. Slide the blade between the meat and the skin to peel away the fillet. Done properly, filleting leaves little waste.

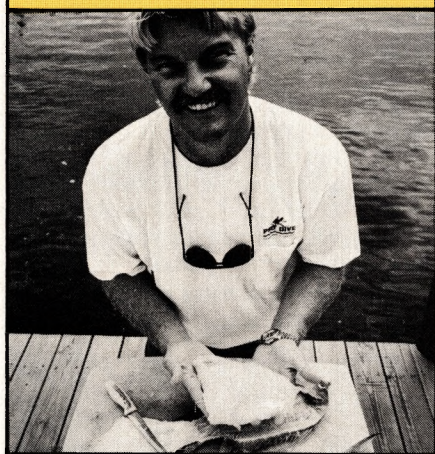
Susan Cole once remarked, "Hogfish is so mild it lends itself to almost any seafood recipe that calls for fish."

You can fry, broil or bake the fillets. (Deciding on which recipes to include in this article was difficult, but the sampling was fun and somebody had to do it!) If you prefer to broil your catch be careful not to overcook the fillets. Frequent bast-

lic. After rubbing the fillets with black pepper, garlic and butter, add the fish to the vegetable mixture. For uniform cooking, turn the hogfish. Add the tomatoes. While cooking, set the burner on low heat. The entire skillet contents should be done in five or ten minutes. Serve on a platter with the pineapple.

Easy and delicious are the two words that best describe Susan's Foiled Fish. By wrapping the fish in heavy aluminum foil, the heat can't sap the natural juices; the warmed spices seem to permeate the fillets better. Be sure to wrap the hogfish by placing it in the center of a piece of the foil and then bringing the edges of the

Captain Bill Cole displays the finished product: a tender hogfish fillet—no bones, easy to freeze or cook fresh and suitable for a variety of recipes.



After laying open the fillet, cut across it at the tail—avoid severing the skin. Then slide the blade between the flesh and skin to peel the fillet away.



ates this image. Whether these fish are naturally curious or merely haven't learned to recognize approaching divers as a possible threat is academic. The sluggardly hogfish makes an easy target. Once alarmed, however, like any fish, it can make a clean getaway. Captain Bill Cole recommends, "It's best to stay high off the reef when following hogfish. If you swim down on the reef, they can spook easily." Unlike grouper or snapper that dart into the nearest dark hole, a nervous hogfish usually runs from coral head to coral head. By remaining above the quarry, a hunter has a better reef overview. Prior to running, a hog may momentarily eye the diver and zigzag. By swimming overhead, the spearfisherman can observe and anticipate such behavior.

Ice the catch once it's brought on-board. This not only preserves the freshness of the meat, but also makes cleaning the fish easier. Back at the dock, filleting a hogfish is a quick process. First cut from behind the gill arch to the dorsal ridge. After slicing along the back to cut the skin, separate the fillet from the backbone down to the central vertebrae. Split-

ing with melted butter and lemon juice helps prevent drying the meat out. Gentle spices, such as parsley, add flavor. If used sparingly, soy sauce can impart a pleasant taste. Pan frying also works well. The author likes to add capers and freshly cracked black peppercorns to melted sweet butter. Try squeezing fresh lemons over the cooking mixture.

Pecan Hogfish is an appealing way to avoid the frypan blues. Although this recipe may require some additional preparation, the taste is well worth it. Dusting the fillets with flour prior to sautéing them will help seal in the fish's flavors. Cook until both sides appear an even golden brown. After removing the cooked fillets, stir in the pecans, brown sugar and sweet butter to the clarified butter already used to cook the fish. Reduce slightly over a low heat and pour the sauce over the fillets. Garnish with pecan and lemon halves.

The colorful Hogfish Polynesia recipe involves only a little more work. If you enjoy the blended flavors of peppers and tomatoes, you'll appreciate this style. In a heavy skillet sauté the pineapple, peppers and onions with butter and gar-

HOGFISH RECIPES

All three recipes are suitable for 1½ to 3 lbs. of fresh hogfish. Enjoy.

PECAN HOGFISH

- 1 C clarified butter
- 2 lemons
- ¼ lb. sweet butter
- ¼ C brown sugar
- 1 C chopped pecans
- ½ C flour

HOGFISH POLYNESIA

- ½ lb. sweet butter
- 4 cloves garlic
- 1 pineapple
- 2 red peppers
- 2 green peppers
- 1 red onion
- 1 tsp. peppercorns
- 1 tsp. garlic salt
- ½ C crushed tomatoes

SUSAN'S FOILED FISH

- 1 C clarified butter
- 1 lemon
- 1 clove garlic
- ½ tsp. parsley or dill
- 1 dash fennel or anise (optional)

sheet up high enough so none of the bubbling butter sauce seeps out a fold or tear. To clarified butter and lemon juice, Susan adds a crushed clove of garlic and thyme. Fresh dill, fennel or anise may be substituted for the thyme. After baking at 350°F for 20 minutes, check to see if the fish is done; a small cut through the thickest part of the fillet should reveal an opaque white texture. Decorate the plate with freshly cut parsley or dill.

Hogfish remain relatively obscure. Few restaurants feature them. Most head chefs would love to offer something other than the usual grouper, dolphin or snapper; they'd especially like to add an alternative such as hogfish. Since scuba divers are the only group that can regularly catch these savory fish, they belong to a privileged community. The next time that your dive buddy asks you over for a fresh seafood dinner, maybe, if you are lucky, it will be hogfish. 

À LA PECAN OR POLYNESIAN STYLE

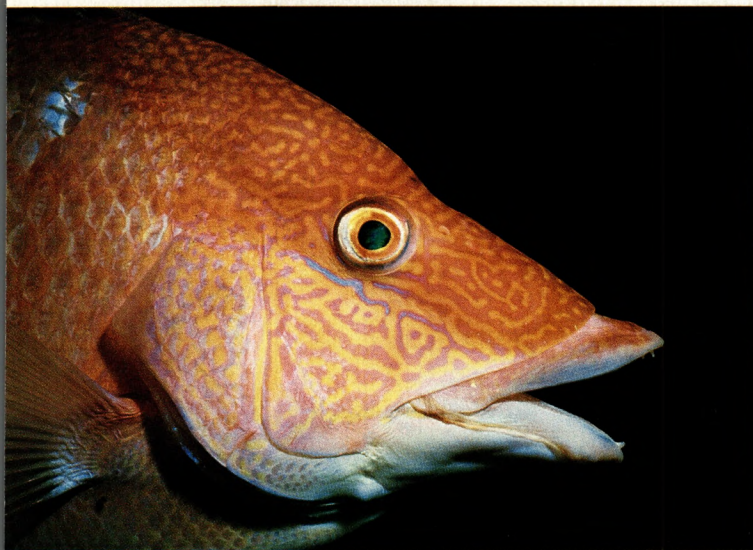
TEXT AND PHOTOGRAPHY BY MARK M. LAWRENCE

Returning dive charter boats attract all kinds of onlookers. In marinas, even captains from neighboring sportfishing vessels wander by. These skippers may try to trade fresh dolphin fillets for lobster tails, but if they spot a hogfish on the cleaning table, they'll pass by even the largest crawfish. Such veteran fishermen know that hogfish, (*Lachnolaimus maximus*), rarely bite a baited hook; they also know that hogfish are regarded highly for their mild flavor and texture.

The hogfish, a prized Caribbean food fish, is a wrasse. Although this bizarre cousin to bluehead and creole wrasses bears little resemblance to what divers may envision as a typical wrasse, this reef dweller does look like a topheavy version of the smaller Spanish hogfish. The hogfish, or hog snapper, apparently copied certain features from other fish. Ending the vertically flattened body, the broad lunate tail corners form trailing points like an angelfish. As with a cubera snapper, the hog's buck teeth jut forward. Crowning the steep forehead are three greatly elongated dorsal spines. When alarmed these first three spines stand straight out like some new wave hair style. The color changing ability of the hog rivals any grouper. Sleeping hogfish may display an intricate red and white pattern that would shame a scrawled filefish.

Females and adolescent hogfish can have either a pale cream body with a dark brown band down the face or a reddish-brown to pink field with a complexly mottled yellow-on-brown mask. Many animals have a dark spot near the posterior base of the dorsal fin. Vertical banding may also be present. Mature males have grotesquely extended dark snouts that gave rise to the name hogfish.

Hogfish act like a typical wrasse. Like most other family members, it propels its body through the water by utilizing only its pectoral fins. Often seen lazily cruising open reefs, hogfish



HOGFISH



The hogfish is rarely caught by line fishermen, yet it is relatively unafraid of divers and, thus, easy to collect with a spear. The mild flavor of hogfish is suitable for almost any recipe that calls for fish. Two delicious recipes are pictured here. Above: Pecan Hogfish. Below: Hogfish Polynesia.



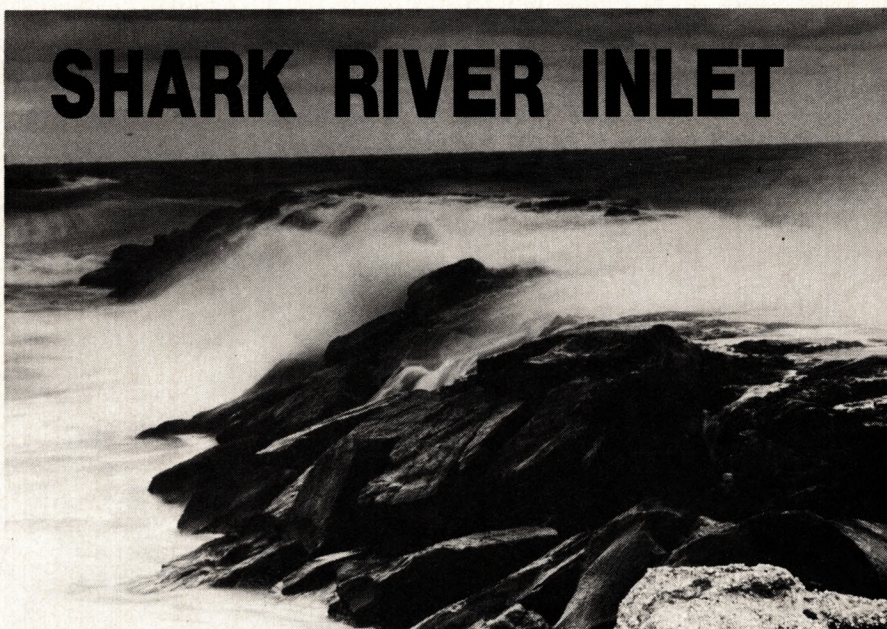
**TEXT AND PHOTOGRAPHY
BY HERB SEGARS**

Sunrise is my favorite time of day and I was enjoying it in my own special way. I was with my wife, 20 feet below the surface of the water at Shark River Inlet in Avon, New Jersey. The sun's rays began to turn the gloominess of the night into a kaleidoscope of light, reminiscent of the movie scenes where the clouds part and the sunbeams travel down from the heavens: An awe inspiring sight, indeed!

From a landlubber's point of view, there is nothing unusual about this particular inlet. It controls the flow of water from the Shark River and its tributaries to the sea. Yet, it attracts more divers than perhaps any other area in the state. On a warm summer night, more divers and dive flags can be seen than strollers along this stretch of beach.

Shark River Inlet has many positive attributes for the diver. For a period of about 30-45 minutes at high or low tide, there is virtually no current. By entering the water approximately 15 minutes before this slack tide period, a dive of 60 minutes can be made very comfortably. Visibility ranges from three feet to, very rarely, 30 feet. Average visibility is eight to ten feet.

The configuration of the bridge system spanning the inlet provides a protected



A slow shutter speed creates an eerie, primordial scene near Shark River Inlet.

area from boat traffic. There are three separate channels for boats to take beneath the bridge. Fortunately for divers, the center one is the only one used. This is attributed to the rocky shoreline and the depth of the water. Depths range from five feet to ten feet at the inlet's edge to 35 feet in the center of the channel.

A normal entry point is at the north

base of the bridge on the seaward side. Although many divers prefer this spot, other areas are equally as good. Following the jetty seaward, you can stop to enjoy the many characters frequenting the inlet. Some of the most predominant inhabitants of the inlet are the crabs. They vary in size and type with the most com-

(Continued on Page 46)

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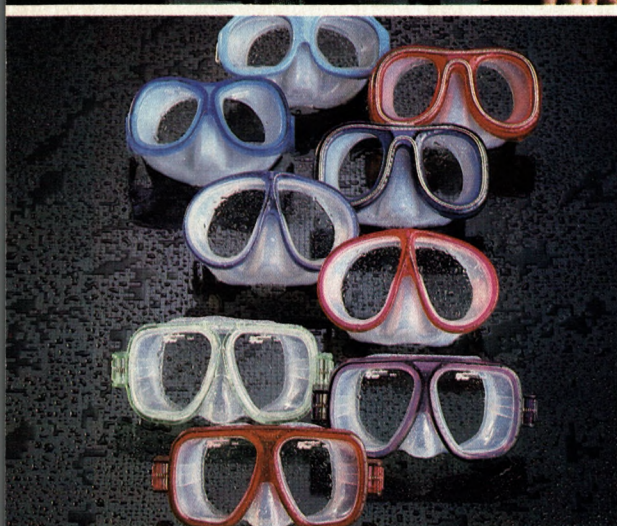
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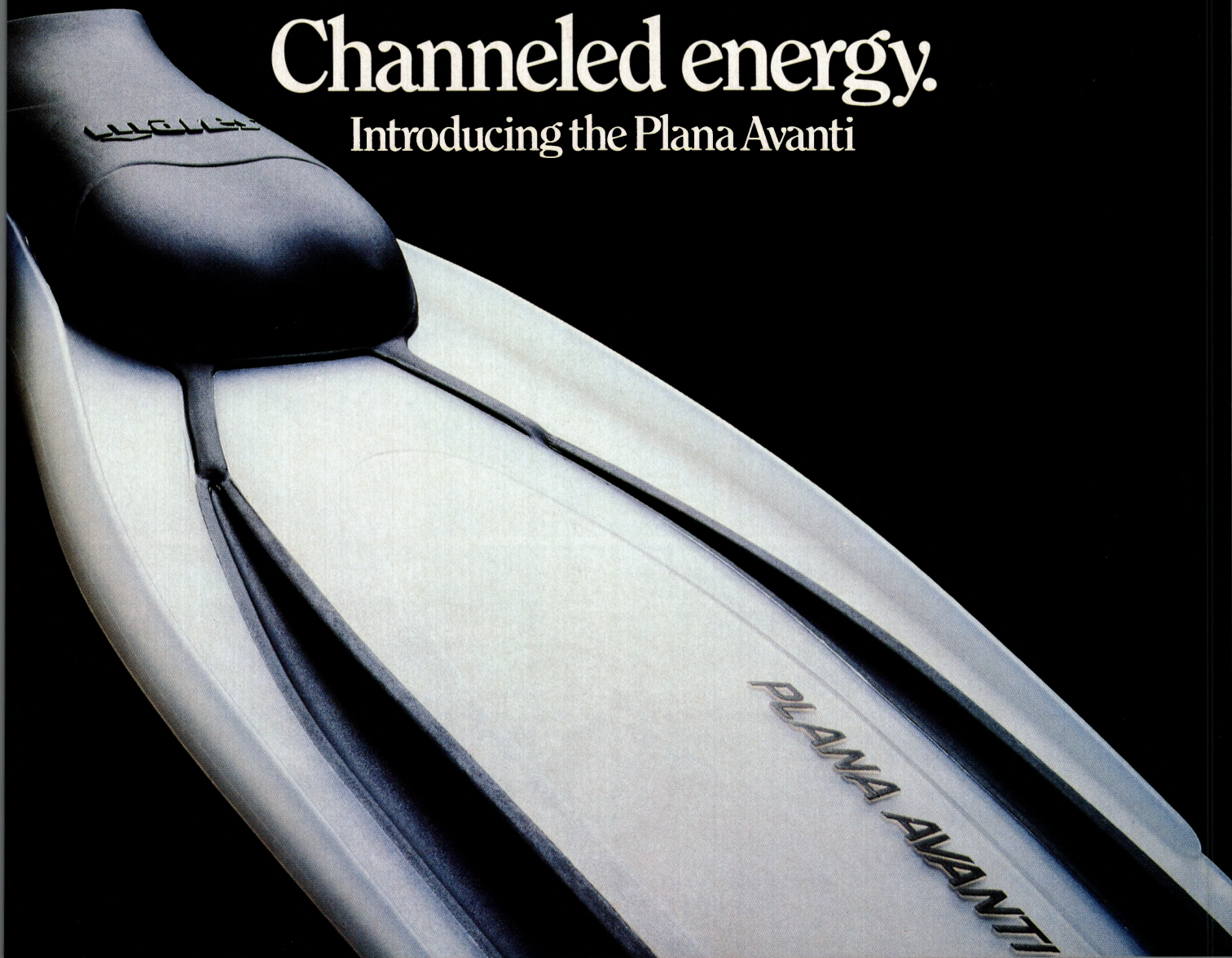


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**TEXT AND PHOTOGRAPHY
BY GERI MURPHY**

Henderson Aquatics, a 20 year old New Jersey wetsuit manufacturer, is pushing today's color revolution a bit farther with the introduction of a unique styling approach and new manufacturing technology. Henderson is one of the first wetsuit companies to design and print its own color patterns and then laminate them to foam neoprene. Developed by president Allan Edmund, the color patterns are woven into the Lycra® fabric. Then, the fabric is bonded to Henderson's lightweight neoprene.

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At present Henderson is offering a number of different print fabrics including the Sea Color stripe combinations. These include such striking combos as: turquoise/purple; red/yellow; silver/fuchsia; and pink/purple.

In addition to the new striping motif Henderson has introduced a wide range of color patterns that can be sewn into various panel configurations on the suit. Divers can virtually custom design their suits by selecting from a host of combinations. Print fabrics such as the Mariner's Gold (illustrating this article), Midnight Sea, Black Tide and Bubble Magic—for children's suits—are available.

For an additional touch of elegance, Henderson is trimming each suit with Lycra piping on the cuffs, neck, zipper and other edges. The Lycra edge trim can be ordered in any color compatible with or contrasting with the basic suit. These colors include: red, silver, turquoise, black, royal, graphite, navy and white.

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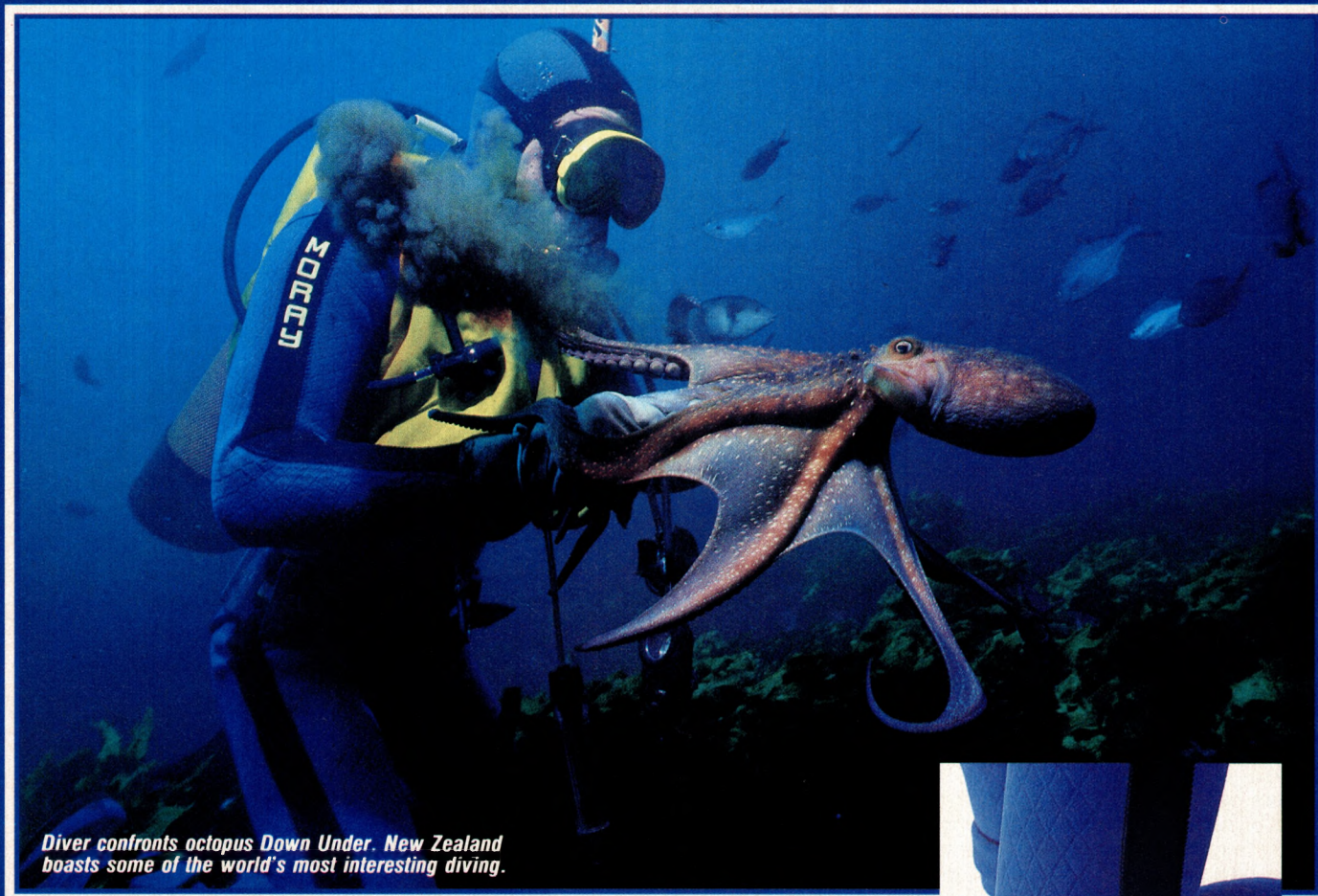
HENDERSON'S SEA FASHIONS

1/4 inch. Henderson suits are closely contoured to fit naturally and feature underarm gussets. A full line of stock suits is available at most authorized Henderson dive stores. The retail price of the suit

can range from \$300 to \$550 depending on choice of print fabric, colors, options, suit pattern and thickness. Custom cut suits are \$75 more and usually take two to three weeks extra to create.

Matching weightbelts, booties and gloves are also available from Henderson. For more information and a catalogue write to: Henderson Aquatics Inc., One Whitall Ave., Millville, NJ 08332. ✉

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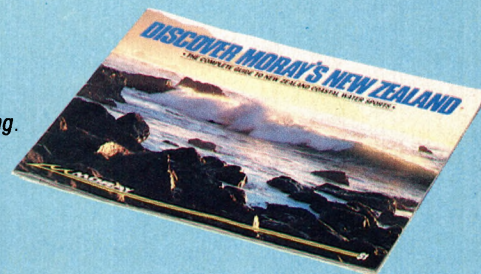
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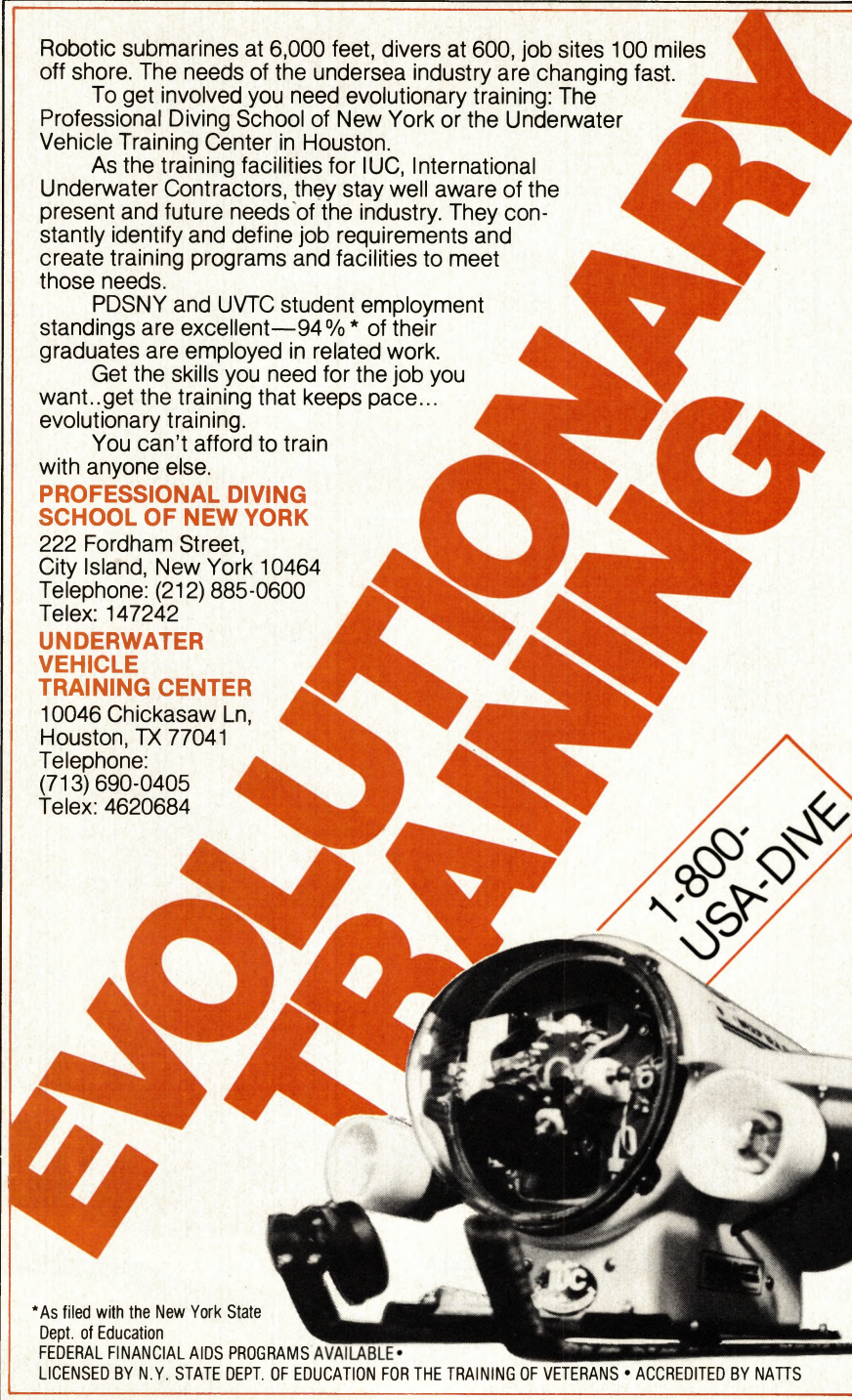
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USS OHIO

The best time to visit her is in the spring and fall since water visibility is better then than during the summer. A drysuit is recommended for winter diving. Shelter Island is close to her resting place, so the water over her is almost always calm.

The memory of the *Ohio* still runs strong. A bell cast from the *Ohio*'s metal hangs in the steeple of the Greenport Methodist Church. It is ironic that metal once used to wage war now calls the faithful to pray. The ship's figurehead was also saved. It stood for many years in front of the old Canoe Place Inn, near the Shinnecock Canal, on the South Fork of Long Island. This was a massive, imposing bust of Hercules, the Greek mythological hero who was endowed with immense strength and courage. The figurehead was hand carved from a single piece of cedar. After World War II, it was acquired for display in the wharf area at Stony Brook Harbor. Hercules was refurbished and installed underneath a pavilion with great ceremony in 1954. An anchor from the *Ohio* is displayed next to the pavilion.

WRECK FACTS

(Continued from Page 20)

square mile of any spot on the Great Lakes. Between 80 and 100 wrecks have been found there with another 50 still waiting to be discovered. For publication information contact: Charles Feltner, P.O. Box 2176, Dearborn, MI 48123.

Barry Bradley, West Monroe, Louisiana, says he is excited about real treasure being discovered in Florida and wants to know where he can read more about the famous galleon, *Atocha*. There is an excellent book: *Archaeological Treasure—The Search for Nuestra Senora de Atocha* by Duncan Mathewson, which depicts an accurate account of how Mel Fisher and his associates pieced together one of the greatest archaeological jigsaw puzzles of all time. For prices and more information write: Seafarer's Heritage Library, P.O. Box 73, Woodstock, VT 05091.

Polly Gardenier, Binford and Mort Publishing Company, writes: "We are now publishing *California Shipwrecks* by Don Marshall, price, \$19.95 plus \$2 postage. We also have *Oregon Shipwrecks* by the same author and *Washington Shipwrecks* will be out in the future." For details and a brochure write to Polly Gardenier, Binford and Mort, 1202 N.W. Seventeenth Ave., Portland, OR 97209.

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USS OHIO

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TEXT AND PHOTOGRAPHY BY CHRIS BECKER

Long Island, New York, boasts a large number of shipwrecks and the divers here take full advantage of the situation by finding and exploring as many of them as possible. When the cold and inclement winter weather settles in and makes diving

very difficult (at the least) we get comfortable in the easy chair by the fire with a cup of Irish coffee, put our flippered feet up on the hassock and attempt to delve into the histories of our finds as the snowflakes float to earth.

One such wreck is the USS *Ohio*. She was built at the Brooklyn Navy Yard and was commissioned on May 30, 1820, at a cost of \$550,000. Henry Eckford, who was considered by many to be the leading naval architect of the time, designed her. The *Ohio* was a ship-of-the-line and was 212 feet long with a 50 foot beam. She could carry up to 120 guns and had a crew of 1,100 sailors and marines. She served as the flagship for both Admiral Farragut and Commodore Perry and saw action in both the Mexican and Civil Wars. In 1848 she patrolled the West Coast during the California Gold Rush. The worst problem for the officers at that time was keeping the crewmembers from deserting and joining the hordes of gold seekers in the California hills.

The *Ohio* also won renown for her great speed. While she was en route home to the East Coast by way of Cape Horn in 1850, she logged 335 knots in 24 hours, the equivalent of 16 mph.

When she was no longer useful, the government sold her to a dealer, who in turn sold her to a group of Long Islanders for scrap and salvage. In July of 1884, after 64 years of service, her battered hulk, obsolete and stripped of all useful metal, was burned and sunk at Conkling's Point, which is near Greenport on the North Fork of Long Island. She now rests in about 20 feet of water and is easy to reach from the shore.

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CO—BELIEVE IT OR NOT

The College of Oceaneering in Wilmington, California, was recently the site of filming for the television series, Ripley's Believe It Or Not, with hostess Marie Osmond demonstrating the advances made in the commercial diving industry. CO was selected because of its international reputation and the availability of the latest diving equipment utilized to train students, including the JIM suit and hyperbaric chamber.

Osmond introduced various types of equipment. She explained that underwater exploration was once limited to breathing through a reed and now has advanced technologically allowing people to dive to depths in excess of 1,000



feet. She was also hoisted into a diving tank in the JIM suit.

Executive producer Mel Stuart and a crew of more than 25 were on hand to film the segment, which aired on the ABC television network last December.

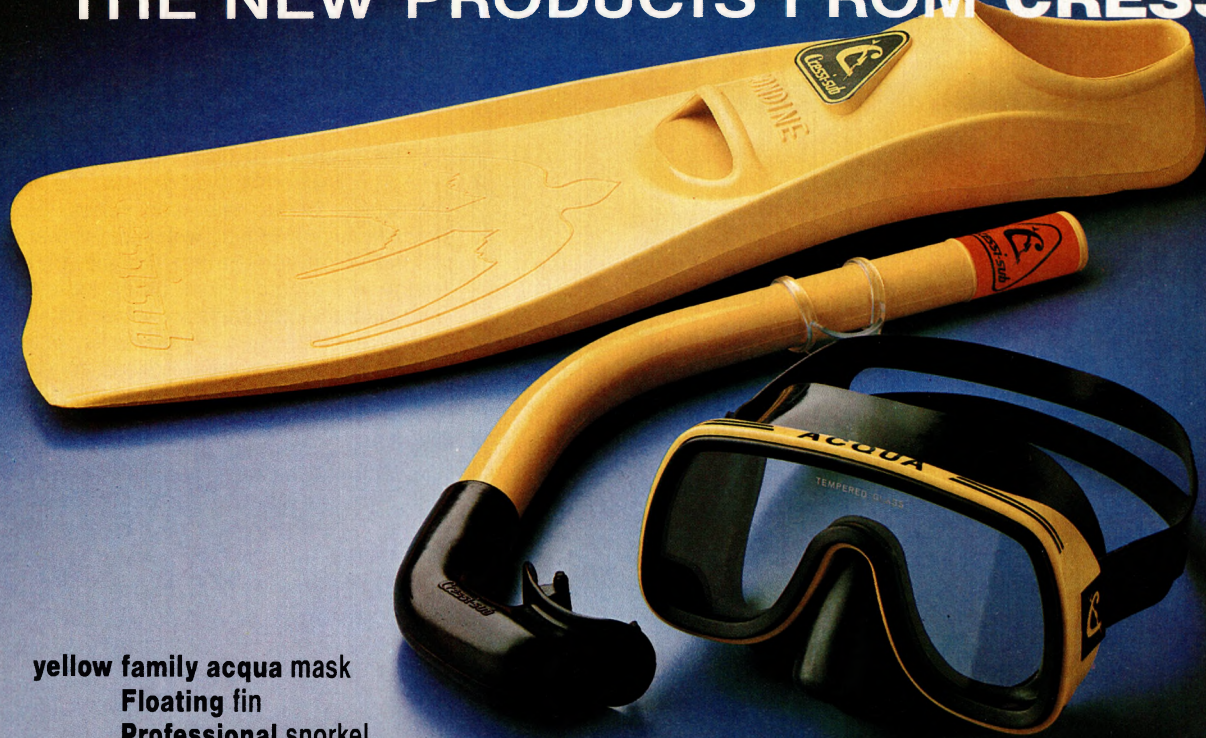
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Some lucky visitor to the DEMA Show in Orlando will come away from the exhibition one gold doubloon richer. Dacor Corp. is giving away an eight escudo coin worth thousands of dollars.

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PHOTO COMPETITION

the competition budget heavily, it greatly reduces the anxiety and risk involved in turning the job over to amateurs.

In the Monterey competition, each entrant is provided one roll of 36 exposure Ektachrome slide film. Again, using commercial film is recommended rather than cutting and rolling bulk film, thus reducing the chances of scratching it. Of course, the risks of doing it yourself should be balanced against costs. Some organizations may want to assume the risks, increasing the probability that the competition will pay for itself.

SAFETY

All photo competitions run in this manner stress diving safety. Whenever an entrant registers for the competition, the sponsors check his or her certification. In addition, all participants are required to have a dive buddy (who is fee-exempt if not competing), a buoyancy control device, and depth and pressure gauges. In the Monterey competition, entrants are encouraged to use flotation devices, including dive boards and surf mats, but are precluded from using any type of motorized boats. In San Diego, the La Jolla lifeguards are enlisted to ferry entrants from the beach to dive locations using inflatable boats. They also act as a safety backup, patrolling the dive locations, ready to lend a hand.

DIVISIONS AND CATEGORIES

All photographers are grouped in divisions according to their individual experience and accomplishments. The sponsors of the California beach dive photography competitions are still experimenting with the number and definition of divisions into which the contestants are placed. Currently San Diego has three: a novice division for photographers with less than 21 months' experience, an amateur division and an advanced division for photographers who have earned money for their photography. The Monterey sponsors also have three divisions, but use past competition performances to divide the contestants into groups.

The categories have been pretty well standardized, with four in each division: diver, macro, marine life and humor. Northern California adds an above-water, diving related category.

For more information on the California Beach Dive Photography Competition, contact the Northern California chapter of the Underwater Photographic Society, c/o Kathleen Rosenberg, 15750 Via Colusa, San Lorenzo, CA 94580.

For more information on the PCUPC, contact Al Bruton, c/o the San Diego Council of Divers, Inc., P.O. Box 9259, San Diego, CA 92109. 

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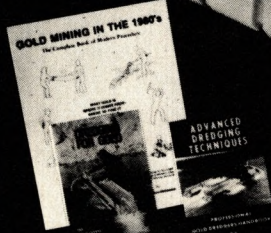
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PHOTO COMPETITION

Day, to ensure optimum visibility and still be in the middle of Central California's Indian summer.

PUBLICITY

A competition of this sort requires as much publicity as any other, but perhaps with a different emphasis. Such competitions rely largely on underwater photographers who live in the general area. Participants from outside the area are "icing on the cake." Therefore, the major concern in advertising is to saturate the local information outlets, so that everyone who should know about the event, does. Obviously, dive stores, dive clubs and local dive councils can be useful in disseminating information. Fliers, forms, posters, press releases and articles should be published and posted so they will be seen by as many diver/photographers as possible. If lists of photographers are available, a direct mailing is beneficial. Find out who has been entering mail-in competitions, who has taken underwater photography courses and who belongs to photography oriented clubs and organizations, and then contact those divers individually with competition registration forms and personalized cover letters.

In Northern California, personal contact has been more effective than hanging posters and dropping leaflets from air-



Photo divers at Lover's Point, Monterey.

planes. Slide shows depicting all aspects of the event, especially the socializing, are great advertising because they emphasize some of the most enjoyable aspects of the competition. People begin to realize that the competitions not only allow photographers to compete on an equal basis, but also encourage photographers to get to know one another and to exchange knowledge and ideas.

PROCESSING AND FILM

One of the major attractions of the competition is that entrants are able to see the results of their efforts shortly after the film is exposed. All competitions of this type, including those held elsewhere in the world, use slide film that can be developed by E-6 processing, in order to shorten the turnaround time as much as possible. Even though the cost of hiring a commercial processor will probably tax

film must be exposed within a predetermined geographical area, and it must be turned in at or before a given time. After turning in the film, the contestant's job is finished until after the processing. When the processed film is returned, the entrant looks over the results, picks his or her three or four best slides and enters them in the appropriate categories. At this point the judges select the winners.

The preparation for a beach dive photo competition is extensive, but worthwhile. The more time and thought that goes into the event, the more enjoyable it is.

LOCATION

The location of the competition is very important. The site should be an area that allows ready access to the water. Also, the location should be reasonably close to a community able to provide a group of contestants large enough to support the competition. The sponsors of the California Beach Dive Photography Competition and the Pacific Coast Underwater Photography Competition have selected two of the best competition locations in California. The PCUPC is held in La Jolla, near San Diego, and draws most of its support from divers in Southern California. The CBDPC is held in Monterey. Although underwater photographers in Central California are spread over a large area, it also draws well, probably because divers throughout Central and



Happy winners of the Pacific Coast Underwater Photographic Competition.

Northern California are conditioned to travel as a minor inconvenience that goes along with the sport.

TIME OF YEAR

While California diving is a year-round sport, the date of the competition should be selected on the basis of factors that

would affect attendance and quality of diving, such as weather and visibility. The PCUPC is held on the second weekend in August to take advantage of the predictably hot weather and calm water of La Jolla Cove. The Northern California UPS opted to move its competition to the first weekend in September following Labor

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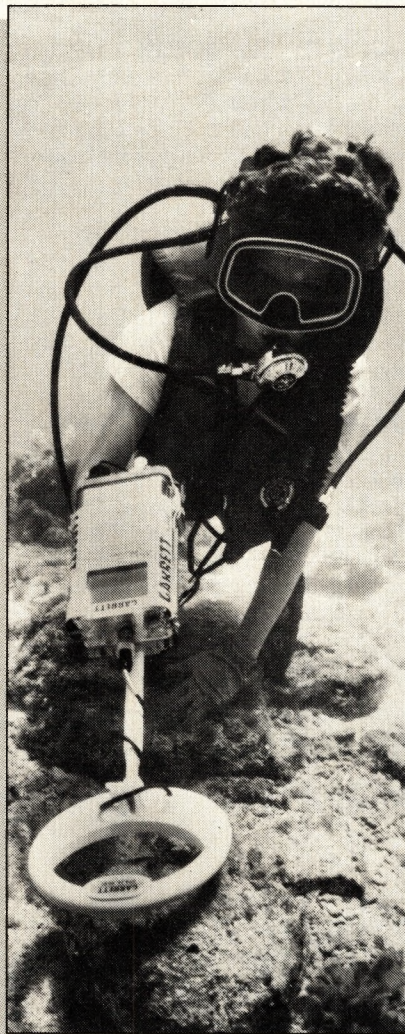
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BEACH DIVE PHOTO COMPETITION

Everyone Gets An Equal Chance
And Has A Lot Of Fun

TEXT AND PHOTOGRAPHY
BY STEVE ROSENBERG

Underwater photography competitions have become more and more popular as the number of photographers increases each year. Most of these events are structured so the entrant simply sends in one or more slides or prints to meet an advertised deadline. Of course, such competitions are not a sure indicator of an entrant's ability. Anyone who shoots enough film, goes to enough exotic places and has a relatively comfortable relationship with the underwater world will inevitably take at least one outstanding picture. When the law of averages is combined with the magic of the darkroom, almost anyone who works hard enough can come up with an award-winning shot.

One of the major drawbacks to this type of competition is that there is no way to compensate for advantages derived from differences in locale, equipment and time available. The photographer who makes one or two dives a month in turbid water cannot expect to compete favorably against those who spend two months traveling in the Red Sea or South Pacific. A more accurate test of ability underwater is to place each photographer in the same conditions, with the same equipment, and control as many other variables as possible.

A new type of photo competition has begun to take hold, which gives everyone an equal opportunity to win based on his/her ability. Two annual competitions in California have been developed upon this premise and are enjoying increased popularity each year. In Northern California, the California Beach Dive Photography Competition is sponsored by the Northern California chapter of the Underwater Photographic Society. In Southern California, the Pacific Coast Underwater Photographic Competition is sponsored by the San Diego Council of Divers, Inc.

This type of competition is set up to take place over a two-day weekend. The program, which begins with registration at 8:00 am on Saturday morning and continues through the awards ceremonies on Sunday afternoon, is exciting and fun for everyone. At registration, each contestant is provided with one roll of 35mm, 36 exposure slide film to shoot within a four to five hour period. The rules are fairly simple and straightforward. All

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shore. "At night we worked under the glare of floodlights," Dave related. "It was like working in a giant void. There were no lights anywhere else to be seen. Just us in the middle of loneliness." About his being down at the job at night, Dave said, "Well, I didn't have to go down there. I trusted my people. I just liked to see how things were going. You know, there were an awful lot of the hatch covers to remove and put back on."

JANUARY 27—DIVING CONDITIONS

"We continued reinstalling some of the modified hatch covers and taking off more for refitting—couldn't do it all at once. But we did keep up pretty good productivity. The water was full of diesel and lube oil. So we had night and oily water to contend with. Also, working under the ice and freezing weather didn't help."

By the night of the 27th, the crew had all the hatch covers rebuilt and reinstalled. "We started checking the entire hull and all the hatches for leaks," Dave said. "We put a little air pressure inside and swam around down there with our diving lights looking for air bubbles coming out of the tanks or from around the hatch covers."

Seven leaks were found on some tanks with holes in them. "We worked the rest of the night plugging those holes," Dave commented.

JANUARY 28—RIGGING FOR THE LIFT

The next day the crews started rigging the complex manifolds that would be required to make a controlled lift of the multi-compartmented barge hull. Two complete manifold systems were required to permit lifting one side of the barge at a time. Dave admitted, "We started her up once and found a couple of air leaks so we set her back down again. After we closed the leaks we started the final lift."

JANUARY 29—COMING UP

By the end of the day the barge was nearly up but not floating level. Some more small leaks had to be patched and underwater inspections had to be made, but the job was just about done.

JANUARY 30—BARGE UP

Dave told me, "On the 30th, we had the whole thing sitting upright, high and dry. Half the crew went back to Spokane. The divers that remained at the job continued to make the barge watertight."

JANUARY 31—CLEANUP AND DEMOBILIZE

One week after the salvage job started the barge was up and stabilized. The job was over. "The last two days," Dave recounted, "We did a few little things like sealing up those holes we had found in

the bottom of the four pontoons that didn't have hatch covers or other access to them for internal repairs. The next day we headed back to Spokane."

Near the end of his letter Dave wrote, "I finally completed my new shop and office complex and moved into it recently. It's real nice but I'm making a mess of it: all sorts of things strewn all around. I can't seem to find a place for all the stuff I've gathered up over the past 15 years. I have a whole line of old Navy diving shoes, some the leather kind with lead soles; some sandal types with brass toes and soles." Dave also listed helmets, weightbelts and miscellaneous other brass and copper fittings from diving years gone by. "I figure I can always keep busy polishing the brass on this stuff if I run out of diving jobs."

My feeling is that Dave Darlow will never run out of diving jobs. He's too good at what he does.

Note: The basic purpose of Technifacts is to stimulate an interest in the technical aspects of all phases of both sport and commercial diving and in dive safety. It is devoted to questions and comments from SKIN DIVER readers that may help promote a better understanding of all aspects of diving. Readers are urged to share their experiences with other divers through this column. Write to: E.R. Cross, c/o SKIN DIVER, 8490 Sunset Blvd., Los Angeles, CA 90069.

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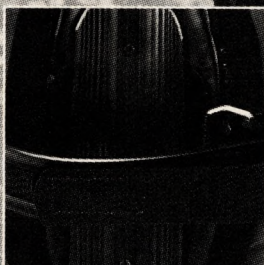
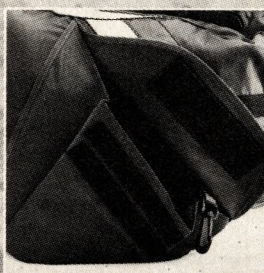
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TECHNIFACTS

to get through a very small hole and go down there under the two foot thick ice to finalize plans and see what we needed."

During their dives under the ice the divers located the covers over 10 of the 14 cells that made up the hull. It was determined that if the divers removed all the hatch covers, brought them to the surface and fitted standpipes to them, they could be used as air lifts with which to siphon the water out of the compartments.

A float, carrying pipelines ashore, would serve as a dive platform. Dave asked for, and got, a small house on the lake end of the float so divers and helpers could have some protection from the bitterly cold weather. Dave also told the company representative that, to work safely, the divers would have to have more open, ice free lake area around the barge. This was agreed on and a plan was developed to use explosives to blast the ice away.

JANUARY 24—BLASTING ICE

Topside the divers placed 140 small explosive charges on the ice around the sunken barge. These were interconnected with an explosive detonator called primacord, then detonated at one time. This broke the ice up so the barge could move during the floating and righting and so the divers could work without getting fouled under it.

Later in the day a 1,000 cubic foot per minute air compressor was brought to the site. An extensive piping system was rigged so air could be discharged under the freezing water throughout the area. The bubbling action of the rising air kept the water moving and ice free.

JANUARY 25—SALVAGE STARTS

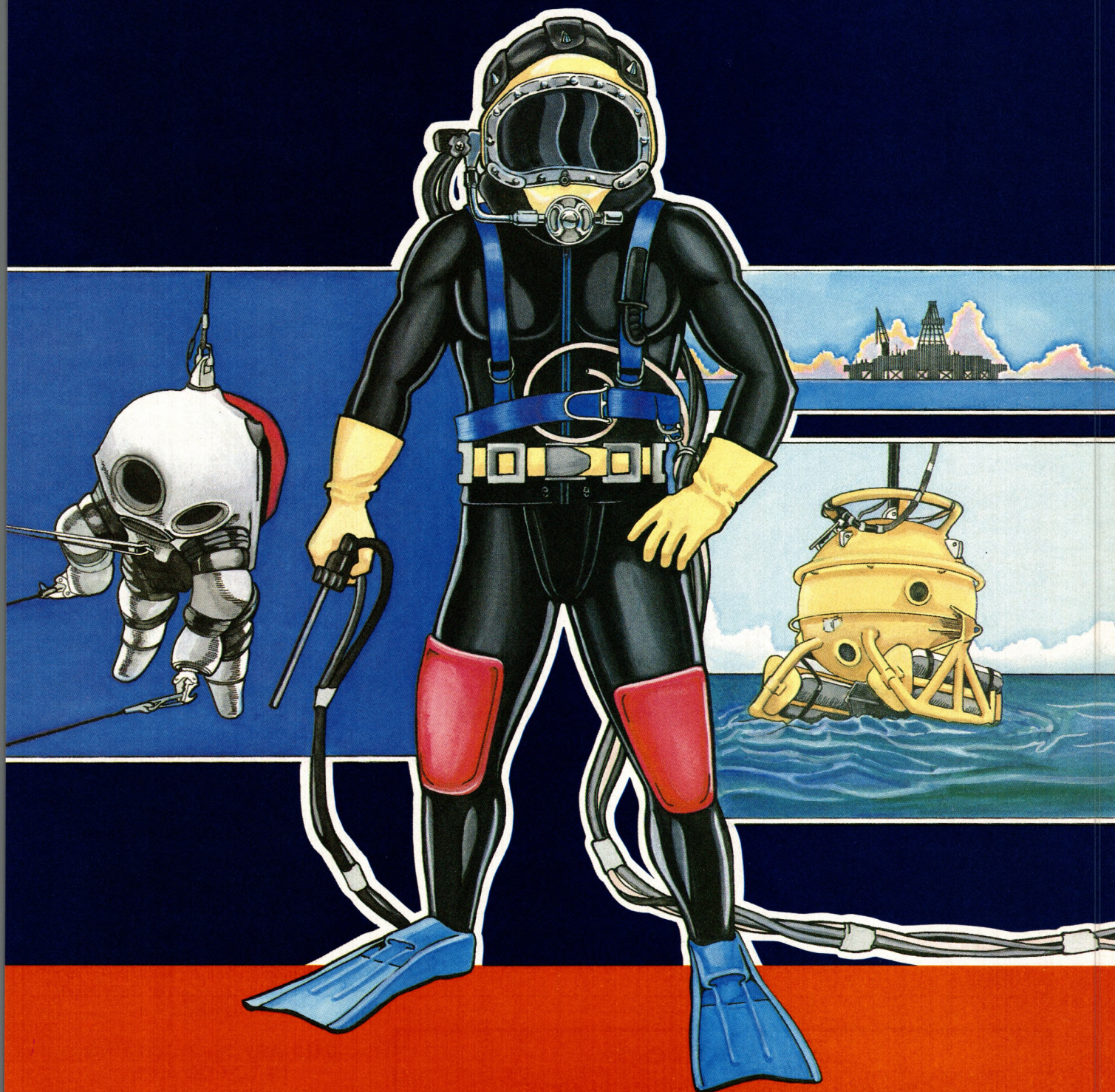
Divers began removing hatch covers and bringing them topside for modification and addition of the standpipes. Also, they continued cleaning out from inside and around the barge.

JANUARY 26—MODIFYING HATCH COVERS

Topside welders now had some of the hatch covers modified and ready to be reinstalled underwater. Four more of Dave's dive crew arrived from Spokane. "We organized our crew into two 12 hour shifts so we could work 24 hours a day," Dave told me. "Working conditions were not quite the utmost. It was -20°F during the warmth of the day and -35°F at night—maybe a little less where we were working since it was -35°F in town and we were maybe 3,000 feet higher."

Divers completing a shift had to be dragged through the ice to the surface and, during parts of the work, onto the

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Technifacts

BY E.R. CROSS



“We have a little diving job you might be interested in,” Dave Darlow, a commercial diver in Spokane, Washington wrote me. The “little diving job” he mentioned concerned a sunken barge and took place in January 1982. Darlow’s report offers some tips on diving and working under extreme winter conditions that should be shared with other divers.

“Back in mid-January this company called, saying they had a little barge sunk in about 30 feet of water near Butte, Montana. Could we come up and refloat the equipment?” The company sent a private plane to fly Dave, his son David and diver Dean Shockley to Butte. From there they trekked into the mountains to inspect the job. Let Dave tell it like it was: “We went up to this little lake way up in the mountains behind Butte. It seemed like it was way out in the desert and I wondered who

would ever have a barge out here. But they did have one; a 175 ton vessel that was 65 feet long by 40 feet wide and had a deckhouse 30 feet high. The problem was it had sunk in 30 feet of water covered with two feet of ice.”

According to Dave the barge was basically a flotation system for a bunch of pumps and discharge lines used to recirculate water in connection with a mining project. If the water was not circulated but allowed to run into and flood a very deep mine pit it could take as long as three years to pump the mile deep hole dry. Dave added, “When the company realized this they got excited. At the lake we looked over what could be seen of the barge, studied the blueprints, and decided the barge could be salvaged.” The hull was made up of a total of 14 separate cells; ten of these had bolted-down hatch covers that could be removed.

Apparently the barge had been rebuilt a few times over the years without thought to stability. This was followed by overloading. One of the cells making up the hull developed a leak, eventually filled with water and the barge sank.

At Butte, on the way back to Spokane, the airport was closed for four hours by a blizzard and a temperature of -30°F; a numbing introduction of things to come. Finally, back in Spokane, Dave began mobilizing equipment and, as Dave put it, “Trying to round up divers dedicated and good enough to work around the clock on a job like this.”

JANUARY 23—AT THE JOB

Dave and four of his crew arrived at the sunken barge. “We got to the dive site and kind of surveyed the job a little. Only about six feet of the deckhouse was sticking out of the water but we were able



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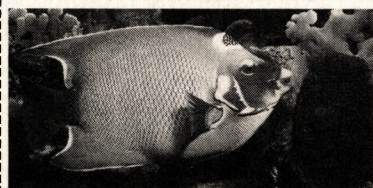
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WRECK FACTS

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Joe Zarzynski, founder of the Lake Champlain Phenomena Investigation and author of the book: *Champ—Beyond the Legend*, writes: "I am researching a vessel wrecked in 80 feet in Urquhart Bay, Loch Ness, Scotland. The vessel is a Zulu type design—so it is believed—and quite common about a century ago during the British-Zulu wars. If anybody has any information on this class of vessel or this particular wreck, please contact me at P.O. Box 2134, Wilton, NY 12866."

Is anybody searching for a sunken city—Atlantis perhaps? Linguist and historian Charles Berlitz has written, *Atlantis—The Eighth Continent, an analysis of a once thriving land now lost to civilization*. Berlitz has explored many underwater sites and collated numerous studies provided by ocean cartographers, space agencies, archaeological expeditions and Soviet undersea quests. New findings reveal Atlantis could have existed 50,000 to 100,000 years ago. The 223 page book is available from Putnam Publishing Group, 390 Murray Hill Parkway, East Rutherford, NJ 07073. Price: \$16.95 plus \$1.50 postage.

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(Continued on Page 38)

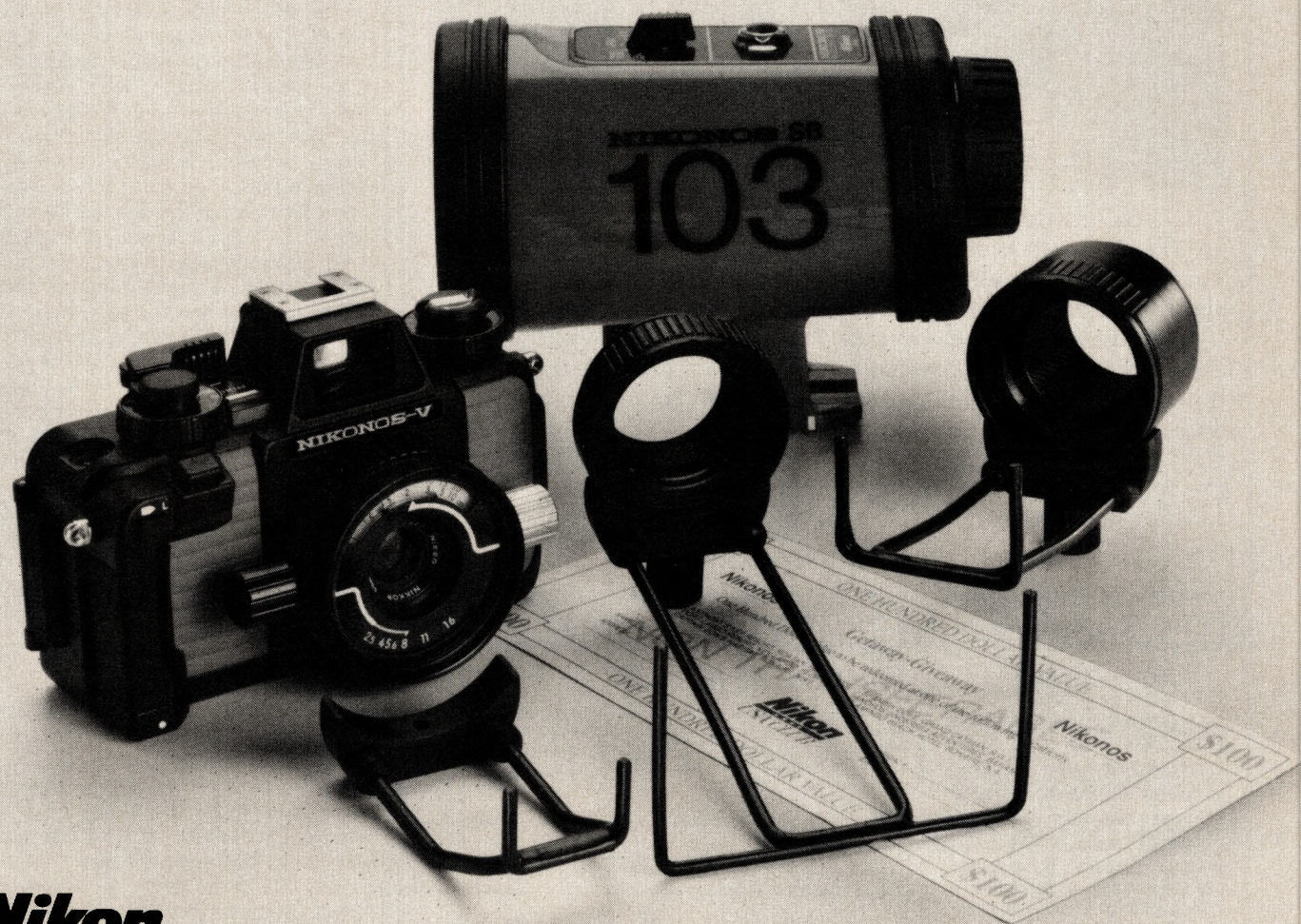
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WRECK FACTS

(Continued from Page 12)

next day before sinking in a little over 100 feet. Her deck can be reached at 80 feet. I had over 50 feet of visibility the day I dove her and saw large schools of amberjack all around the wreck. It was an exciting dive and one I highly recommend to other shipwreck enthusiasts."

Roy C. Holleman, New Iberia, Louisiana, is searching for information about wrecks off the Louisiana, Mississippi and Alabama coasts. Both Roy and I would like to hear from divers who have been on wrecks off these coasts. My address is at the end of this article. Roy may be reached at: P.O. Box 2142, New Iberia, LA 70561-2142.

Howard Tower, Jacksonville, Florida, writes: "The Atlantic Alliance for Maritime Heritage Conservation will sponsor a two day Blackwater Archaeology Seminar in Jacksonville in late April. Students will put classroom experience to work while exploring a packet steamer now being excavated under a state contract." For detailed information write: Howard Tower, Southern Regional Director, Atlantic Alliance, 3332 Eman Drive, Jacksonville, Florida 32216.

Are you searching for a golden doubloon? Do you want to identify a silver piece of eight? Would you like to learn how to restore and display valuable artifacts? If so, contact Ernie Richards, editor of a quarterly newsletter called Plus Ultra. Ernie and friends write about Spanish colonial coinage, recommend books on Spanish treasure and inform readers about coin and treasure displays. Write to Ernie: P.O. Box 1697, W. Palm Beach, FL 33402-1697.

There are two interesting calendars out for the new year. One is actually a book-calendar and would appeal to anyone interested in U.S. naval history. Our American Naval Heritage, by James Cheevers, is a softbound pictorial 1986 calendar featuring black and white photos of selections from the U.S. Naval Academy Museum. Photos of the *Monitor*, ship's models, Naval ordnance, the signing of the Japanese surrender and paintings of famous old sailing vessels are just a few samples of the many selections from the museum that appear in the book. Order it from Nancy Kunkel, Naval Institute Press, Annapolis, MD 21402. Price: \$7.95. Another calendar captures 12 months and 22 photographs of popular shipwrecks off the Miami and Ft. Lauderdale, Florida coasts. Wrecks such as the *Mercedes*, *Orion*, *Blue Fire* and others are in full color, including depths at the dive sites. About the size of a record album, these calendars may be ordered from: Vladimir Bilik, Suite 343, Downlock, Inc., 2895 Biscayne Boulevard, Miami, Florida 33137.



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DIVING MEDICINE

to heat. Immersion of the affected area in hot water (approximately 115°F) for 30 to 90 minutes is generally sufficient to neutralize the venom. Unfortunately, encounters with this nasty little creature occur at sea, often away from hot water. When diving in remote areas, it may be a simple and worthwhile precaution to carry a thermos or small cooler filled with hot water. An additional source of hot water is available if one is fortunate enough to have an outboard motor. Water circulates through the engine's cooling system and exits just below the engine block. There it will generally be hot enough to suffice. Despite the presence of swelling, ice should not be applied. If hot water is simply not available, the victim should be treated for shock and transported as soon as possible to a medical facility. Additional required treatment may include a tetanus shot or giving supportive measures in case of a systemic toxic reaction. Secondary infection may require the use of antibiotics. Of course, the wound should be properly cleaned to help prevent infection.

It is important to note that many medical facilities/personnel will not be aware of proper first aid treatment for scorpionfish envenomations. In fact, a recent study conducted by the San Francisco Bay Area Poison Control Center concluded that most emergency medical personnel were unfamiliar with proper management techniques (Journal of the American Medical Association, 1985; 253: 807-810). Consequently, the victim must often accept the responsibility for immediate and proper first aid measures.

Unfortunately, all who dive in waters inhabited by scorpionfish run the risk of an unpleasant encounter with one. Whether you fancy chasing lobsters, spearfishing, photography or whatever—you invariably spend a fair amount of time rummaging around on the ocean floor. Doing so requires a bit of caution and a watchful eye. Likewise, fisherman occasionally hook one and should use equal caution when handling or landing this catch. Probably the best advice for anglers is to simply cut the leader and don't handle the fish at all. Aquarists must also be careful. The above mentioned poison control study indicated that a substantial number of reported envenomations are suffered by aquarium owners. Even the handling or disposal of a dead scorpionfish requires caution since their venom stays potent for up to 48 hours after the death of the fish.

A final word to divers: Have fun while diving but be cautious and alert! Move slowly and watch where you put your hands! 



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Diving Medicine

BY ALFRED A. BOVE, M.D., Ph.D.

This month we are presenting a "hands-on" experience with scorpionfish. Doug Martin and Jim Ressegieu recount Martin's experience with a scorpionfish in the Atlantic Ocean. Stings from these fish produce severe pain and usually result from a diver resting a hand, leg, etc. on the unseen, well-camouflaged spines. The scorpionfish will rarely move away when a diver approaches and a good rule is to beware of fishes that appear secure and confident when you approach. Their confidence usually reflects a well-developed defense system—F.B.

Although statistically speaking the sport of scuba diving is quite safe, it is not totally devoid of marine life hazards. One of the little known, but very real hazards that exist in certain parts of the world is the scorpionfish. Those of us who live, dive and teach in South Florida routinely caution our students about the scorpionfish as well as other types of marine dangers. However, owing to the existence of sensationalistic movies such as *Jaws* and the numerous exaggerated fish stories that circulate throughout the diving community, a great deal more attention is customarily paid to such things as sharks, barracuda and moray eels. As most experienced divers know, these "monsters" are not nearly as threatening as they are purported to be. The scorpionfish, however, is definitely a legitimate threat—one that, at least for the authors of this article, was brought sharply into focus last summer when Martin was personally involved in an accident involving a scorpionfish. This intensely painful encounter occurred on a spearfishing trip off the coast of Ft. Lauderdale, during which Martin was stung on the little finger of his left hand. In addition to the pain, he experienced rather remarkable swelling in the affected finger, his hand and forearm—and spent three days in Florida Medical Center. There was residual soreness, swelling and stiffness in the finger for well over a month. This episode motivated Martin and Ressegieu, both instructors, to write this article.

In North America, various species of scorpionfish are found in the Gulf of Mexico, off Hawaii, Southern California, the

Bahamas and South Florida. The species most frequently encountered in Florida is the spotted scorpionfish (*Scorpaena plumieri*). This fish reaches a length of approximately one foot and is a bottom dweller. It is almost always found on or near coral reefs. Its shape, coloration and sedentary lifestyle allow it to blend in extraordinarily well with its surroundings. Its camouflage is so truly remarkable it is virtually impossible to spot by any but the most cautious and knowledgeable diver. It lies motionless for such long periods of time that algae grows on its skin, further contributing to its camouflage.

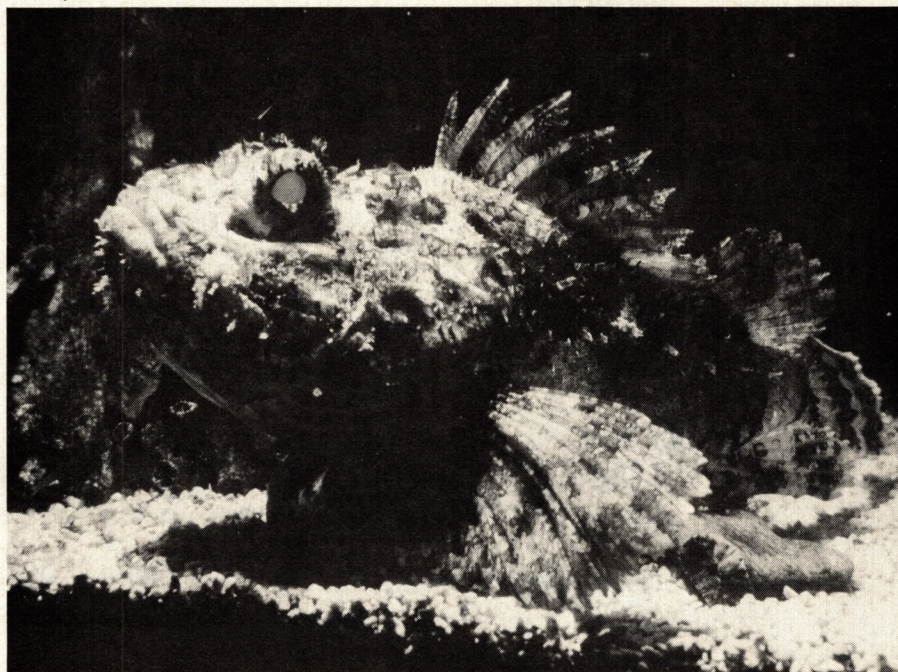
Scorpionfish neither attack nor bite people. Rather, the unsuspecting victim—be it a diver, snorkeler, wader or fisherman—must literally step on or grab hold of the fish and is then injected with the venom. The venomous apparatus consists of spines: 12 or 13 in the dorsal fin, three in the anal fin and two in the pelvic fin. These spines are hollow and hold poison sacs at the base. When the fish is agitated, it erects the dorsal fin, flares its armed gill covers, pectoral and anal fins and thrashes about. The venom in some

species is as toxic as that of cobras.

If stung, the nature of the victim's symptoms will depend on many things—where the wound was inflicted; how much venom was injected; how allergic to the venom the victim is; and the victim's age and physical condition. The first and foremost symptom is intense pain that rapidly radiates around the affected area. Severe swelling is common. The wound and surrounding area are initially ischemic (poor circulation) followed by cyanosis (blueish color owing to low oxygen levels). Additional symptoms are numerous and may include any of the following: tissue sloughing, nausea, vomiting, chest pain, seizures, limb paralysis, fever, possible cardiac or respiratory arrest, altered heart rate or blood pressure levels, and in extreme cases, death. In other words, this fish can hurt you!

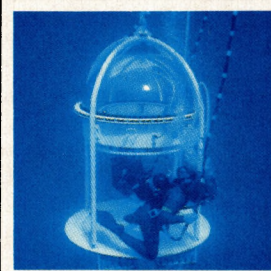
That's the bad news. The good news is that most or all of the above mentioned symptoms can be eliminated or minimized if the victim has immediate access to *hot water*! Scorpionfish venom is extremely heat labile, i.e., it breaks down quickly and is neutralized when exposed

Scorpionfish can remain motionless and blend in with surroundings—look closely!



photo/Doug Martin

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Wreck Facts



BY ELLSWORTH BOYD

Divers in the Great Lakes are fortunate to have an excellent resource person available to answer questions and to help trace their favorite shipwrecks. He is Jim Levandoski, 3164 Thirteenth Street, Hopkins, MI 49328. Jim has helped me on several occasions and introduced me to books, newspapers and charts I had never seen. The irony is that Jim isn't a diver. He is a researcher who loves shipwrecks of the Great Lakes and enjoys hearing from divers who explore them. He has a 250 page manuscript completed for a book about the 8,000 ton steamer, *Cedarville*, that sank in the Straits of Mackinac in 1965 after colliding with the *Topdalsfjord*. Jim wants to exchange information on the *Cedarville* or any other wrecks you are interested in. Enclose a stamped, self-addressed envelope when you write, or you may call him at (616) 792-2537, after 7:00 pm Eastern Time.

Divers are in for a special treat when they visit the Dossin Great Lakes Museum on Belle Isle, Detroit, Michigan. Paintings, models, artifacts and reminders of majestic sidewheelers in the days of steam are on display. The Gothic Room, a smoking lounge from the sidewheeler, *City of Detroit*, has been painstakingly restored and installed at the entrance to the main exhibit hall. This lounge was the showplace of the largest sidewheeler in the world when she was launched at Wyandotte in 1912. Decorative wooden arches, columns and carvings have been refinished to their original golden oak appearance. The beauty of the natural wood is amplified by a three-paneled LaSalle window that contains more than 700 pieces of stained glass. Divers have used resources at the Dossin Museum to trace many Great Lakes vessels, including the

Dunderberg, *Sandusky*, *Daniel J. Morrell*, *Indiana*, *America*, *Kamloops*, *Edmund Fitzgerald*, *Alvin Clark*, *George M. Cox*, *Smith Moore* and *Philadelphia*. Curators work cooperatively with divers to research the discoveries of shipwrecks that rest on the bottom of America's legendary inland seas: Dossin Great Lakes Museum, 100 Strand on Belle Isle, Detroit, MI 48207; phone: (313) 267-6440. Open Wednesday through Sunday, 10:00 am until 5:30 pm. Closed Monday, Tuesday and holidays.

I discovered a wealth of books about

the Great Lakes from Avery Color Studios, AuTrain, Michigan. Avery publishes: *Lake Superior's Shipwreck Coast*, *Isle Royale Shipwrecks*, *The Wreck of the Edmund Fitzgerald*, *Went Missing* and *Munising Shipwrecks*, all by Frederick Stonehouse. Each book is \$6.95 plus \$2 each for postage and handling. Order from: Michael McCollum, Avery Color Studios, Star Route-Box 275, AuTrain, Michigan 49806.

John Fish, Cataumet, Massachusetts, writes that The Historical Maritime Group of New England has been formed—an organization of maritime historians—mapping shipwreck sites off the coast. So far, more than 8,000 wrecks have been filed on computers. Each file includes the name of the vessel, history, cargo, date of sinking and location. For more details about the group's activities and objectives, write: John Fish, P.O. Box 351, Cataumet, MA 02534.

Jeff Wassell, Amston, Connecticut, asks about the privateer, *Defense*. Listed as a war loss, the 98 foot schooner *Defense* sank March 10, 1779 on Bartlett's Reef, Waterford, Connecticut. Depths range from 20 to 30 feet. A loss of \$200,000, including gold and silver, was reported. Check National Oceanic and Atmospheric Administration charts covering northeast Atlantic waters for Bartlett's Reef location.

William Hughes, State College, Pennsylvania, dove the *Byron D. Benson*, a 465 foot tanker that sank 28 miles northeast of Oregon Inlet, Nags Head, North Carolina. Hughes writes: "On the morning of April 5, 1942, Commander Topp of the *U-552* torpedoed the *Benson* amidships. The tanker burned well into the

(Continued on Page 18)

The *Byron D. Benson*, a 465 foot tanker, was torpedoed by the *U-552* in 1942.



photo/courtesy The Mariner's Museum, Newport News, VA

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Scuba Quiz

Answers: Helicopter Evacuations

1. A. The U.S. Coast Guard. Air ambulance service is available, but most people do not know how to contact these companies and the expense involved is rather high. The Coast Guard will respond to emergency situations as a public service, and can be reached quickly by radio or telephone.

2. C. Underway with the wind off the port bow. A helicopter is most stable when moving ahead or headed into a mild wind. A boat should be headed slowly—about five knots—into the wind. By keeping the wind 30 degrees off the port bow, the boat will allow the helicopter pilot to position the aircraft for best maneuverability and visibility of the boat.

3. D—A and B, but not C. The rotor of the helicopter develops static electrical charges as it turns through the air. These charges remain with the aircraft until it is grounded. Always allow anything lowered from a helicopter to touch the ground before making contact with it. Helicopters must have freedom to fly according to changing wind conditions, so must not be secured or a crash could result.

4. 1-C, 2-D, 3-B, 4-A. Voice communication is essentially impossible with a helicopter. Hand or flashlight signals are helpful when no other means are available. Radio communication is most desirable, however. If direct communication by radio is not possible, try working through a marine telephone operator, a CB operator or some other indirect means.

5. D. All of the above. All tall objects need to be lowered—even the radio antenna when the helicopter makes its final approach. The victim must wear a PFD or an inflated BC. If the victim is on a tilt board, have the person unstrapped and ready for the transfer to the basket. Time is critical during the transfer.

6. B. The tail area of the helicopter. The tail rotor is extremely dangerous because it is invisible when in operation and because changing air currents may cause the tail of the helicopter to dip. Be aware of this danger and remain clear of the tail area.

7. D—A and B but not C. The interruption of CPR for the time required to transfer a victim could be fatal. In addition, the helicopter may not have a crew member who is trained in CPR. Low altitude is a requirement to prevent additional injury from a further lowering of the ambient pressure with altitude. An examination by a medical person is desirable, but not mandatory.

8. A. The pick-up zone should be far from the edge of any cliffs. This is incorrect. It is desirable for the pick-up to take place near the edge of any cliff so the pilot can use the wind currents and the drop-off as aids to landing and take-off.

9. C. A trail line should be attached to the litter. At times it is helpful to have the trail line to steady the litter as it is raised to the helicopter, but at other times it could be dangerous to have a trail line because it might whip about and secure itself to some object. Use of a trail line will be determined by the helicopter crew.

10. D. All of the above. Be aware continuously of the danger from the rotor of the helicopter. By watching the pilot and following his gestures, you can avoid being surprised and injured.

There is a great deal you need to know to be able to deal with an emergency effectively and diving accidents require you to know more than that needed for non-diving emergencies. This quiz is an example of what you can learn in a course on diving rescue techniques. Since training in this area is recommended for all divers, why don't you consider learning more about helicopter evacuations and other emergency procedures?

Scuba Quiz

Category: Helicopter Evacuations

By Dennis Graver

Diving is a relatively safe activity, but accidents can occur and they may happen in locations that are quite remote. Divers need training in first aid and emergency procedures and should also be familiar with the procedures for helicopter evacuation, which is often the best means to transport a victim. Test your knowledge with this quiz. The answers are on the following page.

1. The most likely source of a helicopter for an emergency evacuation is:

- ☐ A. The U.S. Coast Guard
- ☐ B. The U.S. Navy
- ☐ C. A private air ambulance service
- ☐ D. Equal response by all of the above

2. For a helicopter pickup from a boat, it is best for the vessel to be:

- ☐ A. At anchor
- ☐ B. Underway and headed into the wind
- ☐ C. Underway with the wind off the port bow
- ☐ D. Underway and headed downwind at full speed

3. When a basket or stretcher is lowered from a helicopter:

- ☐ A. It should be allowed to touch the ground or the vessel before it is contacted
- ☐ B. It should be disconnected if a long period of time is required for loading or unloading
- ☐ C. The winch line should be disconnected and attached to a secure object
- ☐ D. A and B but not C

4. Arrange in order of preference the following means of communicating with a helicopter:

- ☐ A. Voice
- ☐ B. Hand signals and gestures
- ☐ C. Direct radio
- ☐ D. Indirect radio (via another boat or station)

5. To prepare for a helicopter evacuation from a vessel:

- ☐ A. Lower all tall objects
- ☐ B. Secure all loose objects
- ☐ C. Prepare victim with flotation and attached information
- ☐ D. All of the above

6. When a helicopter is hovering above the water, the area of greatest danger is:

- ☐ A. Directly beneath the helicopter
- ☐ B. The tail area of the helicopter
- ☐ C. Slightly right of center of the helicopter
- ☐ D. None of the above

7. When the victim of a diving accident is being evacuated by helicopter, it is essential that:

- ☐ A. CPR not be interrupted for transfer to the helicopter
- ☐ B. The crew be instructed to fly at a low altitude
- ☐ C. A professional medical person examine the patient prior to the evacuation
- ☐ D. A and B but not C

8. Which of the following statements regarding a land-based helicopter evacuation is incorrect:

- ☐ A. The pick-up zone should be far from the edge of any cliffs
- ☐ B. The landing site needs to be a clear area at least 60 feet square
- ☐ C. A guide to direct the landing should stand at the windward corner of the landing area
- ☐ D. The landing director should face the landing area until just before the helicopter touches down

9. When placing a victim into a litter for evacuation, which of the following procedures does not always apply:

- ☐ A. The victim should be tied into the litter
- ☐ B. The person's arms and legs must be inside the litter
- ☐ C. A trail line should be attached to the litter
- ☐ D. If the litter must be moved, it should be disconnected from the winch line

10. When a helicopter has landed, which of the following rules apply for approaching the craft:

- ☐ A. Approach only when motioned to do so by the pilot
- ☐ B. Keep low to the ground during the approach
- ☐ C. Maintain eye contact with the pilot while approaching
- ☐ D. All of the above



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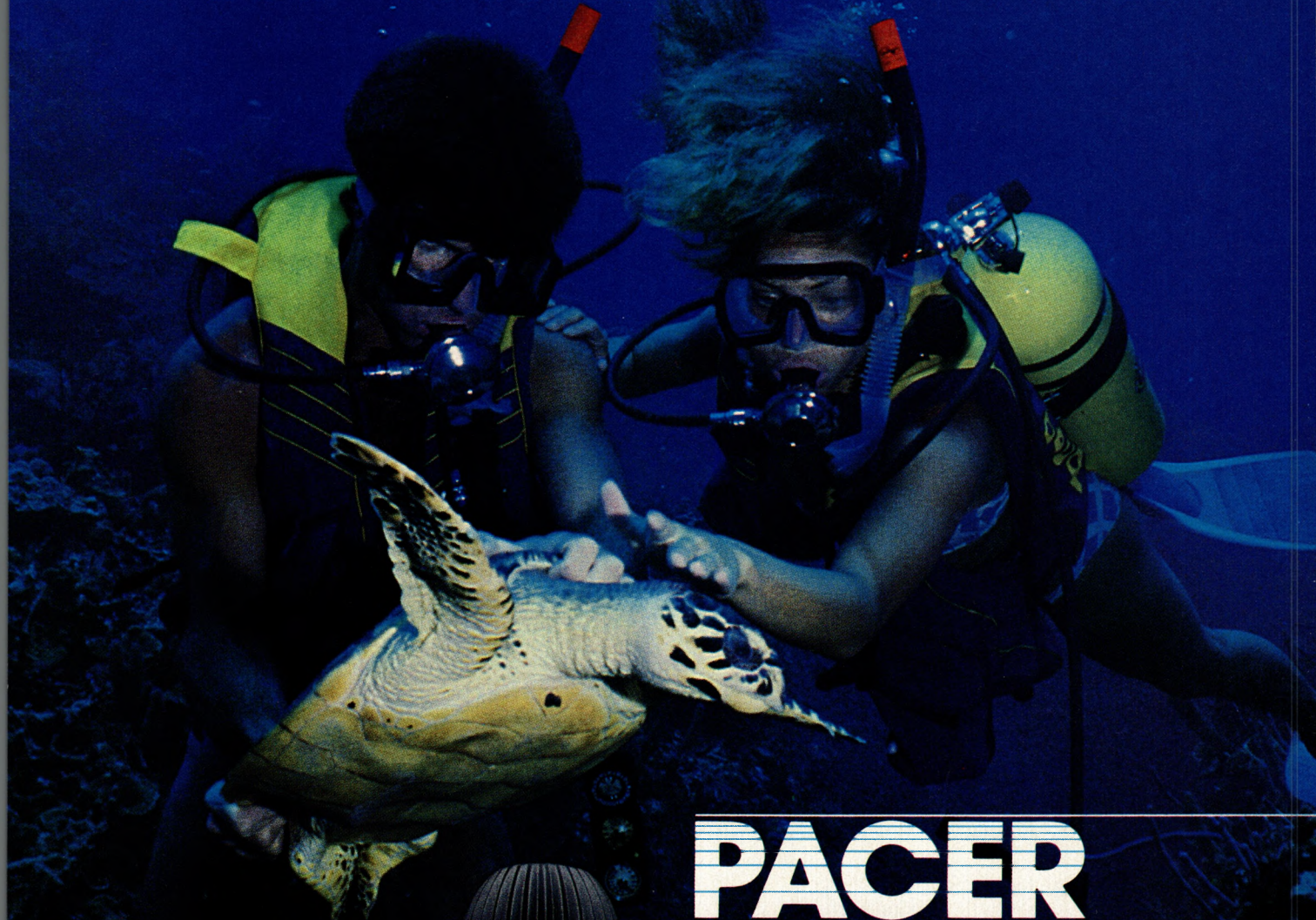
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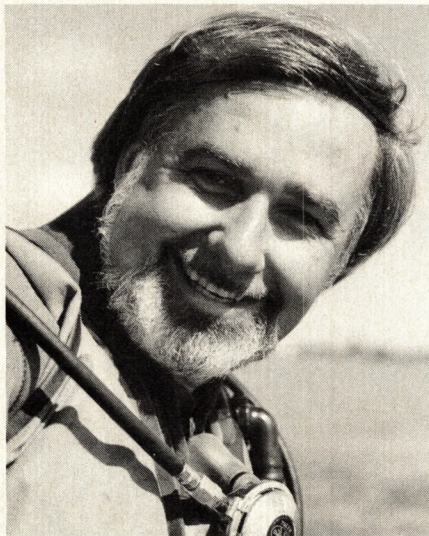
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SDM Editorial

BY THE PUBLISHER



NO WITCH HUNTS AT SDM

food and sleep in the same hotel rooms as any other guests. The plain fact of life is that most resorts have no way of deviating from their normal dive routine. Furthermore, SDM writers are not interested in any special favors—they are attempting to report on those services and U/W attractions that are regularly offered.

A few readers have inquired as to why SKIN DIVER travel articles always sound so positive and rarely have anything bad to report. When SDM sends a writer out to cover a resort, he or she is not deliberately looking for negative aspects. The writers approach every resort in the same manner as a vacationing diver would. They seek enjoyable experiences and search for those particular underwater attractions that make that destination distinctive and appealing. In the majority of instances resorts are eager to host and please their guests since their future growth and prosperity depend largely on satisfied customers. In other words, SKIN DIVER's travel articles are not designed to be witch hunts. Those interested in reading about the ten worst dive resorts in the world will have to find this in some other publication. Our goal is to tell readers where the good spots are and who to contact in order to reach them.

Some readers inquire as to why we devote more coverage to certain resort areas and less to others. SDM attempts to provide the reader with worldwide coverage to those resort locations that offer exciting and rewarding dive experiences. However, SKIN DIVER does devote more coverage to those areas that are heavily traveled by its readers. You will find more about the Bahamas, Virgin Islands and Cayman Islands simply because these are by far the most popular vacation destinations among our readers.

Some readers ask whether our travel articles are based on advertising. The answer is no; in fact, it is the other way around. When a SKIN DIVER travel writer visits a resort area, it is no secret. Smart advertisers try to tie their advertising into the very same issue that will be publicizing their area.

Occasionally, we hear from a reader who does not share the enthusiasm or evaluation of a resort as reported in the

magazine. This is understandable since all divers do not have identical underwater interests, food preferences, or preferences in hotel accommodations. We have interviewed dive guests staying at the same resort, the same week who have come to completely opposite conclusions. Such conflicting evaluations become a matter of personal opinion, and there is no dive resort in the world that can please everyone all of the time.

No matter how objective and how thorough a travel writer attempts to be, his or her report is still a product of personal opinion combined with personal experience. Dive resorts simply cannot be evaluated like pop-up toasters. There are far too many variables involved, and most travel reports are assessed subjectively.

Once in a while we receive an irate letter from a reader who claims the dive resort destination was not as good as SKIN DIVER reported it to be. In the overwhelming majority of these cases, our subsequent investigation reveals the problem was caused by something beyond the control of the resort operator. A bad storm can turn a tropical paradise into hell week; strong winds can prevent the boat from visiting the better reefs; an inoperative engine can create delays or crowding aboard the alternate vessel; a malfunctioning air compressor can cause frustrating confusion or inconvenience. Sometimes, a change in divemasters or hotel managers can contribute to not so perfect service. Most of these calamities are temporary, but certainly unfortunate to those subjected to them. Quite frankly, such unforeseen and unfortunate events are some of the great gambles of dive travel. No one can guarantee your airline flight will depart on time, the sea will be calm or that the water will be clear.

Each month many thousands of divers embark on overseas trips based on what they have read in this magazine. They place their faith and trust in us because SKIN DIVER has consistently delivered factual, accurate and comprehensive information about dive resorts all over the world. You, the reader, are the most important consideration in each and every travel article published in this magazine. *Bon Voyage!*

Dive resort travel has experienced a tremendous boom in recent years. With it has come a new wave of curiosity about resort diving operations, tropical hotels, tour operators and travel agents. SKIN DIVER receives thousands of letters from its readers with questions, comments and, occasionally, complaints. We thought it might be helpful if we explained how SDM goes about reporting on a dive resort or facility.

We assign our very best writers to the job of covering travel and resorts. This cadre of journalists consists of staff writers, contributing editors and freelance journalists who have extensive knowledge in the area of resort travel. The average SKIN DIVER travel writer has 15 years or more experience.

Our travel assignments are not taken lightly. There is a great deal of money involved since the vacationing diver will pay anywhere from \$400 to \$4,000 for an overseas dive trip and can hardly afford to make a wrong choice. SKIN DIVER travel writers strive for accuracy and comprehensive reportage. They often have to dig for the facts since information is difficult to obtain or virtually non-existent. This is where careful research and seasoned reportage pays off. SDM writers actually travel to the far corners of the world to visit these resorts, examine the reefs and wrecks, and make their own personal evaluations.

Some readers wonder if our travel writers receive special treatment when they visit a dive resort. The answer is no, SDM's travel writers dive in the same ocean, visit the same reefs, eat the same

Pan Am's "I-Lands."

I
feel great!

Turks & Caicos

Providenciales

I
love you.

I
love you,
too.

I
need this!

The
Bahamas

Freeport

Nassau

St. Thomas

Tortola

Santo Domingo

St. Croix

St. Kitts

St. Maarten

Antigua

Virgin Islands

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love this!

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Caribbean Isles

I
am not, repeat,
not, going
home.

St. Lucia

I
can afford
this!

Trinidad

Barbados



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Diver's Calendar

DIVE TO ADVENTURE

Jack McKenney has added another film to those available for presentation under his Dive to Adventure program—bringing the total to 24 films and slide series. The latest film, entitled *The Underwater World of Jean-Jacques Dubois: Part I: Learning How to Dive*, features a group of diving "crazies" who poke fun at themselves and the scuba diving industry in general.

Dive stores, clubs, councils and colleges have sponsored Dive to Adventure presentations to promote diving and to raise money for charity or for profit. For information contact: Jack McKenney, P.O. Box 6365, Glendale, California 91205-0365; (213) 663-3486. 🌿

AID DIVE

The Twelfth Annual AID Dive (An Ice Dive) will take place **February 8** at Elora Quarry, Ontario, Canada. Sponsored by the Kitchener Waterloo and District Underwater Association, the underwater event will raise money for a local charity. It is a ten hour marathon dive with each buddy team spending 30 minutes under the ice.

For more information write 135 Vintage Cr., Kitchener, Ontario N2P 1L1 or phone (519) 894-1839. 🌿

ST. PETERSBERG SHELL SHOW

The St. Petersburg Shell Club will present its 39th Annual Shell Show **February 14-16** at the Community Center, 1 Park Place at 106th Avenue, Treasure Island, Florida.

For information contact St. Petersburg Shell Club, 440 75th Ave., St. Petersburg Beach, FL 33706. 🌿

GREAT LAKES SHIPWRECK FESTIVAL

The Ninth Annual Great Lakes Shipwreck Festival will be held **February 15** at the Ford World Headquarters Auditorium. Sponsored by the Ford Sea Horses Scuba Club, the event will include a divers' forum, artifact display and film festival.

For information contact M. Grammer, 1841 N. Denwood, Dearborn, MI 48128; (313) 561-8393. 🌿

SARASOTA SHELL SHOW

The Annual Shell Show, sponsored by the Sarasota Shell Club, will be held **February 21-23** at the Exhibition Hall, 801 N. Tamiami Tr., Sarasota, FL. For information contact Bet Hamilton, 1240 Primrose, Venice, FL 33595. 🌿

SEAS '86

Seas '86, the sixth annual scuba conference and underwater film festival, will be held **February 28-March 2** in Raleigh, NC. Jean-Michel Cousteau will be the featured speaker and, in addition to the film festival, there will be workshops on diving science, medicine, shelling and more. The DAN accident management course will be taught as will a course on U/W archaeological research diving.

For more information contact Doug Young, Seas, P.O. Box 31186, Raleigh, NC 27622; (919) 781-0559. 🌿

BOSTON ACTIVITIES

Three important events will occur **March 1** in Boston, Massachusetts:

The Boston Diving Show will be held at the Park Plaza Hotel, 10:00 am to 5:00 pm. The event will include daytime seminars and equipment exhibits.

The Underwater Film Review will be held at John Hancock Hall at 8:00 pm. Jack McKenney's Dive to Adventure program will be featured.

Professional Scuba Inspection's Visual Cylinder Inspector (VCI) training course will also be held at the Park Plaza Hotel.

For information contact: Fred Calhoun, P.O. Box 291, Back Bay Annex, Boston, Massachusetts 02117. 🌿

DAN COURSE

The Divers Alert Network (DAN) is offering a diving accident and hyperbaric oxygen treatment course **March 6-8** at Duke University's F.G. Hall Hyperbaric Laboratory. The course is offered for health care workers and instructors. Dr. Eric Kindwall and Dr. John Hallenback will be the featured speakers.

For more information contact Cindi Easterling, P.O. Box 3108, Duke University Medical Center, Durham, NC 27710; (919) 684-6878. 🌿

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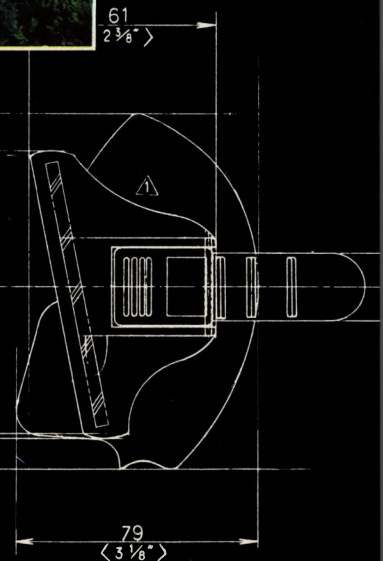
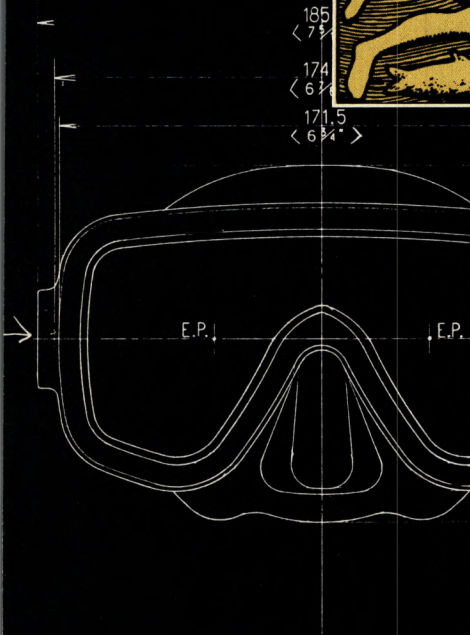
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COVER

Anne Flinn videotapes French angels near the wreck of the Oro Verde off Grand Cayman Island. For more on these islands see page 57. Photo/Geri Murphy. Inset photo of Monte Carlo 44/Steve Lucas—see page 50.

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